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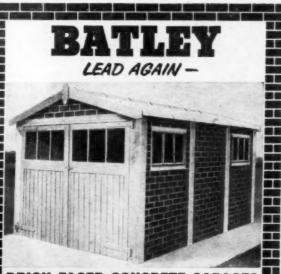
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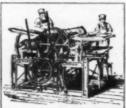


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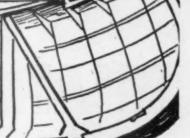
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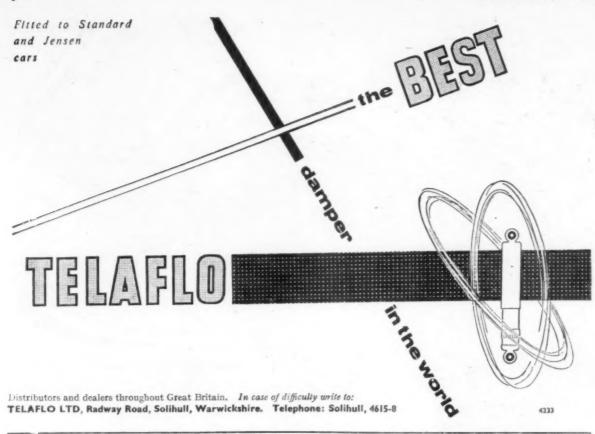




Le Quatorze Juillet

On the 10th anniversary of the first cross-Channel vehicle ferry flight, our greetings and thanks to all who have helped in the development of this all-British enterprise—not least to the 759,000 passengers who have travelled safely and well on the Air Ferry since 1100 hours on July 14, 1948. In those 10 years, 215,000 cars (from more than 60 countries) and 70,000 motor cycles and cycles have been carried in 125,000 cross-Channel flights.









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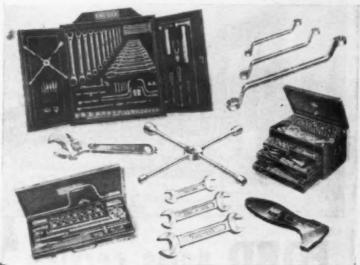
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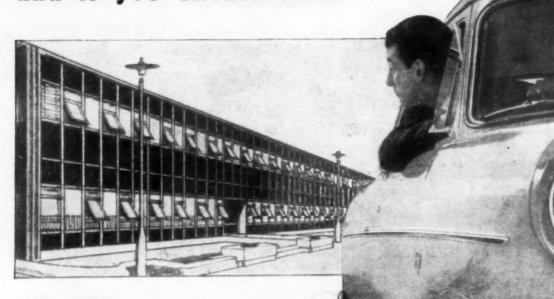
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Conflicting Needs

HERE is no race quite like the Le Mans 24-Hours for causing controversy and raising all manner of side issues before, during and after the event. We have listened to them all, this year and in the past, and we have expressed our own opinions on the subject. What would you do next year if you were President of the A.C. de l'Ouest?

Some of the immediate factors to be considered are as follows: the track is fast and the surface very good, but so slippery in the wet (and it seems to rain four years out of five) as to need resurfacing for safety next year. The makers of the larger and faster cars are not happy that Le Mans is a world championship event calling, by the present formula, for what is, in effect, a two-seater Grand Prix car with lamps. The same cars must be used for other world championship sports car events, when sheer performance and not extreme endurance is the primary requirement—and the two are, to some extent, contradictory.

At Le Mans the organizers, and probably the public, want the highest speeds and spectacle, yet traditionally the race is intended to prove production sports cars. Designers and technical men look to racing to try out ideas and equipment that may be incorporated in production models two or three years later; if a model is developed and in production it is rather late for such work.

The French, including the organizers, want to take part in big-time sports car racing though they have not the cars to do so, and so there must be some building up and manipulation of the Index of Performance section of the race, which has little appeal to the public. Marked speed differentials between the small and big cars do not make for driver equanimity. This criticism does not apply to Le Mans alone—there was mixed racing at this year's 1,000 km race at Nurburgring, and two accidents could be directly attributed to it.

If the Le Mans 24-Hour Race is not kept as a world championship event, it may lose important entries; on the other hand if its character and length were to be altered to line up with other world championship sports car practices, it might lose atmosphere, traditional appeal and entries. World championship requirements are hardly likely to be altered to suit Le Mans alone if only because Aston Martin, Jaguar, Ferrari, Mercedes and the others would be likely to resist such a plan.

What then should be done, or not done? As always in such affairs there will have to be a compromise. Whether or not modified regulations alone can achieve it depends upon the skill with which they are framed, and—being Le Mans—on whether or not they were properly observed and enforced.

There is more to be said in favour of than against guiding Le Mans entries nearer to the kind of sports car that is sold to the public for road use. Only three years ago British entries—particularly the DB3S Astons, the M.G. A's Triumphs and Austin-Healeys, to mention a well-known few—were reasonably comfortable and tractable two-seaters, closely related to their marketed counterparts, and we do not recall any lack of interest. In that year Mercedes and Ferrari entered splendid works cars which, however, were strictly unavailable and unsuitable for the public.

There are other considerations which it would be naïve to ignore, namely the sales and publicity aspects of such a race. The world acclaim resulting from an outright win at Le Mans could not be arranged or bought in any other way; this alone justifies the expense of a works entry in the top class.

As affairs are at present—and June 1959 is a long way off—we expect to see the 27th 24-Hour Race take place, we expect it to be well supported with, perhaps, Jaguars, Mercedes, M.G., Triumph and even Maserati back on the lists, and we hope that the cars will be a reasonable compromise between road and track models. Whether or not it is a world championship event matters little to the public whose support alone makes successive races possible; organizers and manufacturers will appreciate this fact.

BRITISH CARS

A Famous Designer Dissects American Tastes and Prejudices

REID A. RAILTON, who designed the fastest car ever built and, prior to his retirement in 1953, was Consulting Engineer to the Hudson Motor Car Co. in Detroit, recently paid one of his periodic visits to his native Britain. In impromptu answers to some questions put to him by Dennis May, Mr. Railton expressed personal opinions on matters pertinent to Britain's stake in the U.S. automobile market; his views are paraphrased hereunder.

THE typical American user of, or "prospect" for, an imported car is indifferent to such purely engineering considerations as the position of the engine in the chassis, or the merits of all-independent springing. The things that primarily interest him are space utilization, styling, comfort, silence and service facilities, not necessarily in that order of precedence.

Volkswagen's sales record in the U.S. illustrates the readiness of American buyers to sacrifice other values to an efficient and thickly spread service and parts network. On account of its rear-engine layout, the VW is inferior to its competitors in such matters as baggage space, noise level within the body, and visibility astern; yet, in spite of these handicaps, it remains a major commercial headache for British exporters.

The small cars—up to about 2½-litres engine capacity—that Britain sells to the U.S. are by no means masterpieces of styling. With one or two notable exceptions, the treatment is too "busy," too fussy—analogous to an artist trying to cram too much picture upon too small a canvas.

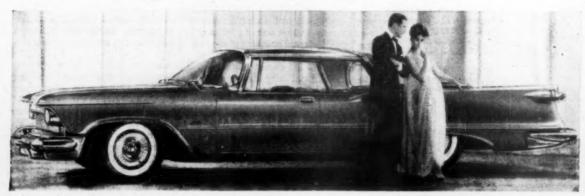
Success of the VW and rocketing sales of the Renault Dauphine are proof enough that Americans will accept plain and functional styling in a small car. American manufacturers are now finding, to their cost, that even on a large car there is a limit to what the public will stand in the way of meaningless and tasteless embellishment, and they are in the unfortunate position of having exceeded that limit. To try the same thing on a small car would simply be a short cut to bankruptcy; the obvious solution is to follow the best French and Italian leads more closely.





Success of plain and functional styling—the Renault Dauphine (top)
Volkswagen and Morris Minor 1000

"... with the overall height of the biggest American cars down to 57 in. . . . "



ON MAIN STREET



Simple, smart, modern . . . nothing "busy" or fussy about the Zephyr

Nobody begrudges the Italians credit for the grace and purity of line of their small cars. The stock objection to them at one time (in America) was that you couldn't get into or out of them without bending almost double or hitting your head on the roof edge; but nowadays, with the overall height of the biggest American cars down to 57in or even less, this complaint doesn't hold water.

Italy established a world lead in car styling because her manufacturers had the intelligence to employ individuals of considerable æsthetic sense on body design, and to act on their suggestions. Most big companies now employ such an individual, but they seldom take the slightest notice of his opinions.

These criticisms, I should emphasize, do not apply to the aristocracy of British cars. Rolls-Royce and Bentley, for instance, were perfectly right to refuse to allow their stylistic thinking to be stampeded into the sheer madness of the contemporary Detroit shapes. More and more Americans, moreover, are coming round to this opinion.

Which Came First? . . .

Debate rages endlessly, of course, on the subject of whether Detroit created or was the undeserving victim of the present slump, but in my own mind it is perfectly clear that the recession is of the industry's own making. American makers have literally styled themselves out of the market. Ludicrously wide and befinned to a point that is good only for laughs, the typical '58 Detroit product is scaring its more perceptive customers away because they just feel fools sitting in such apparitions.

The more recent and drastic reductions in car height, incidentally, have created a new problem and a new paradox. On the one hand, at least half of the work done on automobile development in America is directed towards noise abatement; on the other hand, by further squashing the "squashed beetle," designers have deprived themselves of the under-floor space needed for silencers of adequate volume. The result is that although the modern American vee-8 engine is practically a miracle of mechanical silence, exhaust noise has increased markedly in the past three or four years. Also, the ultra-low roof that fashion decrees produces acoustic effects which magnify the noise level within the body.

For dollar-szeking British constructors, there is a natural temptation to copy U.S. styling trends to some extent. But for their own sakes I suggest they forgo such excrescences as the soaring tail fins that uselessly slice the atmosphere on the hind-quarters of the current U.S. crop. On at least one American model—which shall be nameless—these fins create a real and actual danger by blotting out visibility from the rear window when manœuvring in reverse.

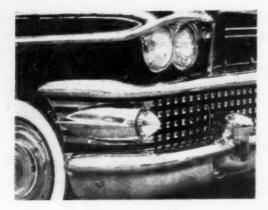
The slump in the U.S. car industry gives Britain a heavensent opportunity to consolidate and improve its position in the U.S. market; but the Americans are not fools, and they won't take long to profit by their mistakes. The post-recession generation of American cars will, without much doubt, show big reductions in overhang at both ends of the body.

I think (and pray) that tail fins will disappear, or become merely vestigial, and that the customer will no longer have to pay the extra \$100 which is about the equivalent of the chromium rococo nonsense which disfigures both ends of their cars today. Internal passenger space will probably remain much as it is, because Americans (and others) undoubtedly get a great kick out of "that big car feeling."

One other thought about chrome plating: there is no doubt that Americans like it, and there is nothing against it per se, any more than there is against bright colours. It is hard to

Purity of line, unobscured by ornamentation—the Alfa Romeo Giulietta



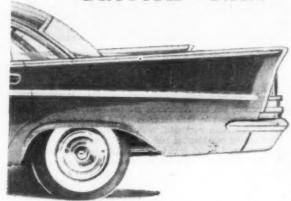


them whether the engine is in front or behind, whether the front or rear wheels are driven, so long as the resulting package looks good, runs quietly, offers really comfortable seating for four and stowage for the minimum baggage that four persons on vacation will need to carry.

As a purely personal opinion, I would say that the Citroen DS19 is headed the right way for a rewarding slice of America's imported-car business. I haven't yet sampled this Citroen but, on paper, it seems to have many of the answers. The design obviates the absurd endwise overhangs with which Americans are surfeited, the car combines sleekness and originality of styling with an air of great practicality; expert opinion is almost unanimous regarding its exceptional riding comfort and, while the standards by which Americans judge road-holding and cornerability are notoriously low, they presumably won't openly revolt against markedly better standards.

To date, the DS19 only has its foot in the door, but with pushful salesmanship behind it, it should go far. Its front-

BRITISH CARS ON MAIN STREET ..



*Chrome plating—there is no doubt the Americans like it . . . " (top). Below: . . . " such excrescences as soaring tail fins . . . "

make a car look attractive without it, and the crucial questions are "how much" and "where." It is extremely difficult to use nuch of it on a small car-and achieve an artistic result; yet I believe that by the exercise of sufficient skill it could be done, and it would undoubtedly help sales in the U.S.

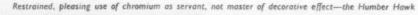
It is hard to predict how American tastes in European cars will develop during, say, the next two years, beyond reiterating the broad characteristics which, as already stated, determine their choice today. In this context, one must not exaggerate the importance of this or that purely engineering trend, the plain fact being that 99 out of 100 American motorists know little and care less about engineering. It is all the same to

wheel drive won't handicap the Citroen, provided transmission noise has been held to an acceptable level.

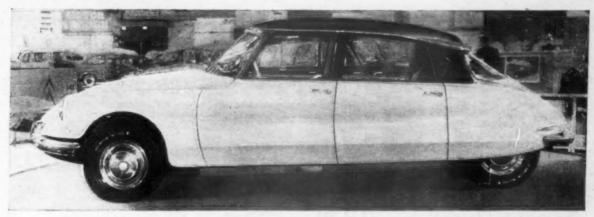
Although British and Continental cars in the 750 c.c. to 11-litres range have enjoyed and still are enjoying considerable popularity in the U.S., it is my belief that they will gradually lose ground to capacities around 2½-litres during the next two or three years. The short wheelbases and rather cramped body space associated with the lower displacements have disadvantages which few Americans are willing to tolerate indefinitely, and most of those contemplating a change from their first to their second British car will, I think, opt for something rather roomier, more powerful and less prone to a choppy ride.

A big commercial opportunity probably awaits the large-scale European manufacturer who gets in first with fully automatic transmission on a small, low-priced car. Here indeed is a challenge for British brains, for the technical problems involved are formidable. Such a transmission will not merely need to think for itself, like its larger counterparts, but also be little if any heavier than an ordinary clutch-cum-gear box driveline. Lightness here is impossible without fundamental simplicity, and so is the needful economy in manufacturing cost.

While the conventional live axle has its obvious drawbacks in respect of unsprung weight at the back end of the chassis, the alternative of independent suspension is of doubtful appeal to U.S. buyers. I know, of course, that such successful Continental cars as Renault and VW feature I.R.S., but it isn't this that sells them. In fact, you can be sure there are thousands of American owners of VWs and Renaults who aren't even aware that their back-end springing is different from regular domestic practice. Mounting the final drive unit (with or without the gear box) on the chassis, to which you are committed with I.R.S., makes it extremely difficult to avoid relaying transmission noise and vibration to the car interior. Only those who have experimented with I.R.S. can realize how good the conventional axle is in this respect.







"... the design obviates the absurd endwise overhangs with which Americans are surfeited "... the Citroen DS19

The small engines that are typical of British and Continental practice-mostly in-line fours or sixes with water coolingappear to me, from my American standpoint, to be generally satisfactory. They are robust and reliable, and considering the performance that is demanded from their limited displacement, they do their job without undue fuss. Naturally, no reasonable person would expect these relatively hard-worked engines to perform with the really phenomenal smoothness and mechanical silence of an American vee-8 of between 41 and 7 litres. This type, in its own sphere, has now been developed to a state of near-perfection that will, I think, ensure its continuance in virtually unchanged form for at least another decade.

To describe contemporary British engines as "generally satisfactory" is not to say, of course, that there isn't room for some entirely fresh thinking. For my own part, as a detached observer, I see no immediate need or likelihood of a radical revision of engine layouts, though this doesn't rule out the possibility of exciting developments. Sooner or later-who knows? -somebody in Coventry or Birmingham may come up with ideas entailing, for example, an entirely novel rearrangement of cylinders, leading to unforeseen weight reduction, or gains in compactness, or smoothness of torque, or maybe all of these virtues combined.

One of the unfailing characteristics of the Americans is their flair for appreciating the best when it is presented to them, whether it is a motor car, an opera singer or a breakfast food. Any automobile which is genuinely the best in its class will always find a potential market there, though obviously the size of that market will depend upon the number of people to whom that particular class appeals.

They Fought Alone, by Maurice Buckmaster. Published by Odhams Press, Ltd., 96, Long Acre, London, W.C.2. Price 18s.

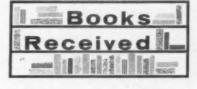
Although this story of the adventures of British agents in France during the last war is not associated with motoring, its author is Col. Buckmaster—public rela-tions officer of the Ford Motor Company at Dagenham. During the war he headed the Special Operations Executive (French Section) and built up a resistance move-ment in France which was credited by General Eisenhower with having short-ened the war in Europe by nine months. His book tells of the organization and development of that work, high-lighted by dramatic first-hand accounts of some of its spectacular achievements.

Twilight of the Railways—What Roads They'll Make, by Brig. T. I. Lloyd. Published for the Railway Conversion League. 9, Abford House, Wilton Road, London, S.W.1. Price 5s.

Time and again the case has been put for conversion of the railways into roads. It is a difficult point to argue, because so much depends on theory; but there can be little doubt that there are endless minor or branch lines which are chief sources of loss of revenue to British Rail-ways and which would be all the better for a coat of tarmac. In this book the numerous problems of railway conversion. which so worry those who are sceptical about it, are dealt with in turn, and solu-tions are suggested. It is difficult to read Twilight of the Railways and remain unconverted by the Case for Conversion.

There is real sense and careful think-

ing behind the arguments which Brigadier Lloyd puts forward, and the following extract is typical:



"Most people stand amazed at the idea of abolishing the rails. 'How,' they exclaim, 'could the crowds possibly be dealt with except by

"There may be a misconception behind that. For crowds are not a natural phenomenon that form mysteriously like clouds: there is always a

For crowds are not a smallest form mysteriously like clouds: there is always a cause.

"One cause could be—and actually is—the announcement that at 10.30 a.m. a train for Bournemouth will leave a certain platform at Waterloo Station.

"With buses substituted for trains, intending passengers would walk straight to their wairing passengers would sea on etailed for that particular run take its place: the process could continue indefinitely with no vestige of crowding. Something like it can be seen already at Victoria (London) long-distance motor-coach station.

"At that little station, on an area of less than 21 acres, 90 coaches can load at a time; loading a coach and stowing the luggage takes some five or ten minutes, but the business of arrival, marshalling and dispatch brings the average vehicle's time at the station to about 20 minutes. Accordingly some 270 coaches can—and often dodepart in the hour, carrying away some 10,000 seated passengers, equalling a train every 31 minutes.

Scott's County Guide to Kent. Published by Graham Scott (Publishers), Ltd., 122, Wardour Street, London, W.1. Price 4s 6d.

This, the first of a new series of county guides, sets a high standard for its suc-cessors; in compact form it lists a tremendous amount of very useful information. A particularly good feature is

the series of 24 street maps of the principal towns of the county, covering a wider area than is usual in such maps yet, on an inch to a quarter-mile scale, omitting no important detail. There is a good road map of the county, and descriptive text of the towns and places of interest. The size of the street maps rules out a volume of pocket size, but with dimensions of 8½ in by 7in, it fits readily in a car door pocket.

The Motor Industry of Great Britain 1957. Published by the Statistical Department of the Society of Motor Manufacturers and Traders, Ltd., 148, Piccadilly, London, W.I. Price £2 2s (issued free to members on request),

Published annually by the S.M.M.T. this review of the industry constitutes an exceptionally complete and comprehensive work of statistical reference to all aspects of the motor industry, and of the vehicles in use in this country. There are a few diagrams, but mainly the figures are tabulated under chapter headings. Statistics of the British industry are compared also with its rivals overseas, and are given throughout in relation to those of previous

Your Business—The Right Way To Run It, by Andrew George Elliot. Published by Elliot Right Way Books, Kingswood Building, Kings-wood, Surrey. Price 7s 6d. Although somewhat detached from the

field of motoring, this book may prove useful to owners of small garages or similar business concerns. It is written in a very readable style, and covers numerous aspects of business operation, such as insurance, financial matters and bookkeeping, income tax and chargeable expenses, sales management, and staff problems.

Disconnected Jottings

BY THE SCRIBE

Barry Appleby Drawings

Bedouin on Holiday

M OST coastal areas these days have an incredibly large number of caravan and camping sites, some amounting to the dimensions of a small town, and I have heard grumbles that this spoils the countryside. But I am not in agreement. Translate all these caravans into streets, bungalows and boarding houses added to coastal area towns and villages, and it would be far worse. A meadow vacated by caravans is a meadow again, but once fields disappear under bricks and concrete; they are lost for ever.

Caravans are the most valuable crop a farmer can grow; anything which contributes to agricultural prosperity, and lessens the overgrowth of towns, is a good thing.



Encouraging a valuable crop

Shy Creatures

WHITE or very light caravans do make encampments show for miles and spoil views. As far as absorbing sun rays instead of bouncing them off is concerned, there may be a real difference between white and dark red; but I don't think there can be much difference between white and grassgreen.

Any caravanner or camper with a taste for being inconspicuous might run to a green mobile home. A principle of camouflage is to knock off the corners (visually) with blobs of darker green, for a large square or rectangle does not occur in nature.

Invidious Situations

F course, camouflaging a van would ignore, on the road, a sacred motoring principle—not only must you be able to see and hear, but you must also be seen and heard by others. On the rare occasions when I have towed either a van or a boat, I have completely shunned night motoring, but have still been worried in pouring rain about the visibility of my follower, when it was of an unobtrusive colour.

Speaking of boats reminds me of an extremely sensible and helpful notice. It is lettered in white on the engine-

casing lids of certain hired motor

If engine fails, and you can't row, throw out anchor.



The noise was terrible

Tinny Uproar

RECENTLY I was in a hail storm which reduced visibility to nil, and when the car was stopped, the noise of the hail assaulting the tinware was terrible. It is extraordinary that the finish remains unaffected by such a bombardment. The biggest hailstones I have met in the past, in a storm over the Pyrenees, were as big as sixpences, but I have heard travellers' tales of hail as large as eggs. Does this wreck the finish of a car, I wonder?

Plaques Galore

AT a general council meeting of the R.A.C., Mr. L. V. Osborne, of the R.A.F.A.M.C., criticized the recommendations of the overseas handbook, and later, Mr. J. F. S. Knight suggested it might be possible to revise Continental hotel lists by reference to the information provided by local tourist boards. The Chairman, Mr. Wilfred Andrews, thought that much could be done if members related their experiences of hotels abroad.

It seems to me that imperfect and incomplete duplication by British associations of the Continental nations' own efforts in this direction are not necessary. The A.A. and R.A.C. might, instead, tell members going abroad of the best local publications and recommendations. There are so many—some establishments are plastered with plaques and badges like the front end of a boy's two-seater sports. If we took all the possible books and booklets, we would need one of those mobile country library vans to carry them, not a car.

Casing the Joint

RELY heavily on personal survey. The business of eating is, on the Continent, carried on very openly, sometimes in the fresh air; one can see what they are all getting. As to accom-

modation, any dry and clean bed will do for the weary tourist, who has motored hundreds of miles and clambered up and down a few famous buildings.

It is, of course, desirable that the room shall not overlook a street of broken pavée, used all night by vast lorries having loads of empty steel barrels, and with all their nuts and bolts hanging on by the last thread, and more sound effects contributed by the absence of a silencer and the presence of a battleship's siren.

Those Tests Again

AT the same meeting, the idea of the R.A.C. establishing independent stations for vehicle testing of the overtens came up. But the official attitude was unwilling. I think the R.A.C. does well to leave the job to such garages as are brave enough to face the wrath of old-car owners, all of whom will refuse to believe the suggestion that Old Faithful is not as good as the day she was made. A racket to make money out of repair charges, they will say!

Road to Mandalay

WHEN on tour, I find it valuable to look at the postcards displayed by the local shop. I do not mean the ones depicting a fat lady in a red bathing costume being nipped by a lobster, and so on, though as folklore they have a scholastic interest; it is the scenic ones to which I refer.

To such a scenic postcard I was indebted for the delightful discovery that steam paddle ships still run on the Dart



As folklore, a scholastic interest

river in South Devon. Scrollwork decorates the stems; they provide the most restful form of travel known to man. Yet a memory troubled me, arising from the churning beat of the paddles . . . yes, it is exactly the restful, thrashing noise made by the exhaust system of the old vee-8 Allards, one of the most curious sound effects known to cars.

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-If your Solex is <u>not</u> worn. We can advise you on an Economy Setting to help obtain even more in.p.g. These are inexpensive and easy to fit.

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the service carburettor

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SX 11



The right patterns for every tourist

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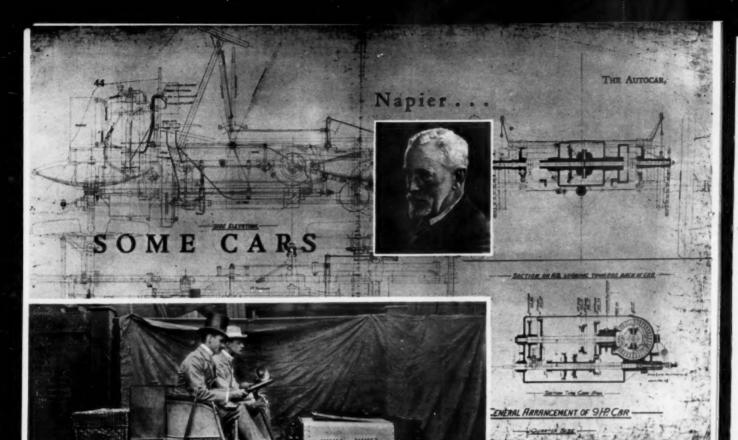


Huge Napiers, like this 60 h.p. car photographed beside the Char Minar building in Hyderabad, transported Empire builders in Edwardian days. Below: Napier's first wheeled transport—mineteenth century rubber-syred racing roller shates complete with brakes

NAPIER

In Homage to a Noble Firm's 150th Anniversary (1808-1958), the Following Pages Form a Miscellaneous Scrapbook of its Motoring Products and Achievements

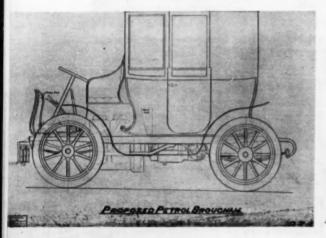


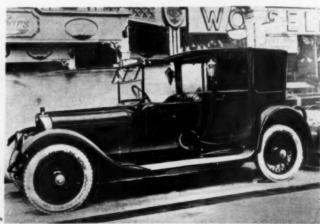


Above inset: Montague Stanley Napier in the year of his death, 1931. Above: Blueprint of the 9 h.p. car, dated 25-7-1901 at Vine Street, Lambeth, and signed by A. J. Rowledge, designer of the famous Napier and Rolls-Royce engines, who died only a few weeks ago

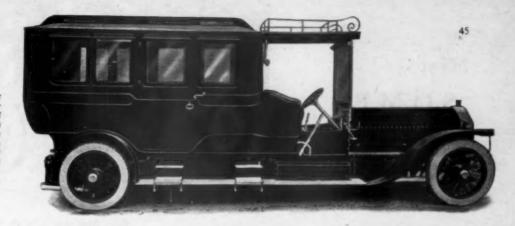
Above: Then the most powerful British car yet built, this 16 h.p. Napier was entered for the 1900 1,000 miles Trial but scratched; it failed to start also in the Paris-Toulouse race in that year, and was converted later into a touring car by S. F. Edge. At the wheel is Mark Mayhew, beside him is the Hon. C. S. Rolls

Below left: Drawing completed 4-5-'04, traced 6-5-'04 and passed (by A. J. Rowledge) 8-5-'04 at the Acton Vale factory, this was a design for a city brougham with engine beneath the driver. Right: Last Napier model was the 40|50. This 1921 Show model had a sedan chair body by Cunard in black and orange, supported on the chassis by C-springs. Its interior was panelled in Chinese lacquer

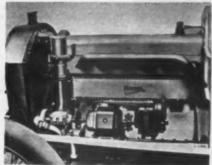


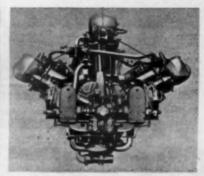


One of the largest and most powerful limousines ever built was this 12-seated 90 h.p. Napier (144-litres) made in 1911 for the Nizam of Hyderabad, who already owned 12 Napiers. Its body was designed and built in Bombay by Marcks and Company









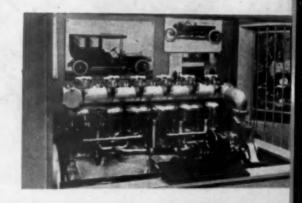
SOME ENGINES

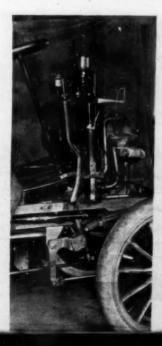
Above left: Not all Edwardian Napiers were monsters. This is the 1908 10 h.p. 2-cylinder engine with unit transmission, forward flywheel and left-hand rotation.

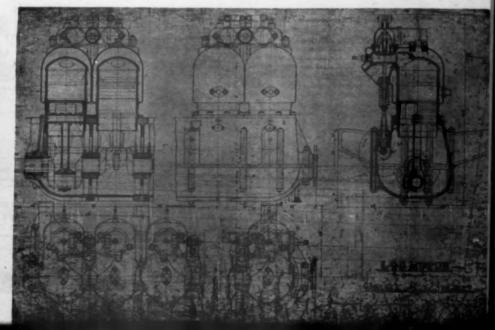
Centre: The post-World War I 6½-hitre 40/50 engine, an advanced design by Rowoledge with aluminium block and head, overhead comshaft.

Right: the famous Lion are engine—twelve cylinders in three blocks, one cranhshaft and six camshafts. In this 1919 guise is developed 450 b.h.p.—another Rowledge design; many are still in use in boats

Right: The 1908 12-litre Grand Prix engine with its six individual, closely spaced cylinders; equal distribution between cylinders appears to have been subordinated to symmetry of design. Below left: the first Napier petrol engine was installed in a Panhard chassis. A vertical twin, bore and stroke 4 × 6in, it developed 7 b.h.p. at 750 r.p.m. Below right: designs for the L.48 six-cylinder racing engine of 1905. Its cylinders (bore 61in; stroke 5in) were cast separately and had electrolytically deposited copper water jackets; and the car exceeded 100 m.p.h. in America





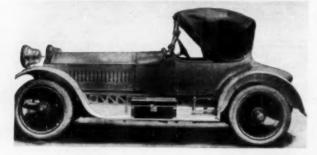


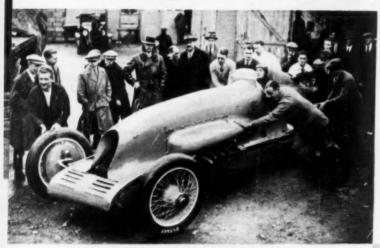
Napier . . . S O M E

RACERS



Above: Night scene before the start of the 1902 Gordon Bennett Trophy race. S. F. Edge (at the wheel) won in this 40 h.p. Napier. Left: Built for the 1908 G.P., but disallowed by the French from competing for having detackable wheels—this 12-litre Napier was later fitted out by Mulliners as a high-speed touring car

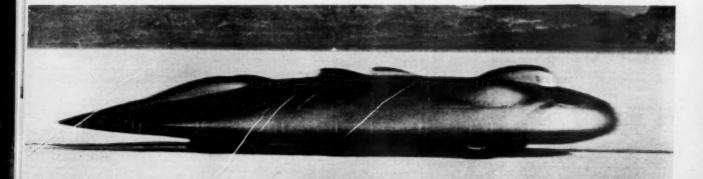






Above: With this Lion-engined Napier-Campbell at Pendine Sands, Sir Malcolm Campbell raised the Land Speed Record to 174.88 m.p.h. in 1927. Above right: The late John Cobb tries his astonishing Railton-designed Land Speed Record car for size: Two 24-litre Napier Lions totalling 2,500 b.h.p. drove it to a mean 394.2 m.p.h. over the measured mile eleven years ago—order 403 m.p.h. in one direction. Below: The Railton speeds over the Utah Salt Flats. Right: John Cobb's Lion-engined Napier-Railton track car holds the ultimate Brooklands lap record and took many long distance records. Since the war it has been fast a film star, later a high-speed platform for testing aircraft braking parachutes





N spite of its height, the Mont Cenis is one of the least exacting of the major transalpine passes, and provides the most direct route across France via Dijon, Bourg-en-Bresse and Chambery to Turin and north-wester. Italy.

From Chambéry, 20 miles of straight and very fast road along the broad Isère Vallev bring you to the Montmélion turning, where the approach proper to the Mont Cenis begins. Crossing the Isère, the road curves eastward past Aiguebelle to enter the long, narrow defile of the river Arc, tumbling down between enormous mountain walls from the frontier chain of the Cottian Alps 40 miles ahead.

For 20 miles along the valley-bed the road, the river and the main railway to Italy compete for room. The road is a beautifully engineered highway, as it rises gently through St. Jean and St. Michel de Maurienne, where the Galibier Pass road climbs away southwards to join the network of the Route des Alpes in Dauphiné. Normally it would permit of an unusually high average speed for a mountain road. Its modernization had hardly been completed, however, when in 1957 extensive damage was caused at numerous points along it by the severe Alpine floods of that summer. Temporary repairs have been effected, but permanent rebuilding will perforce continue throughout 1958, and traffic delays must be expected all the way to Modane (3,465ft).

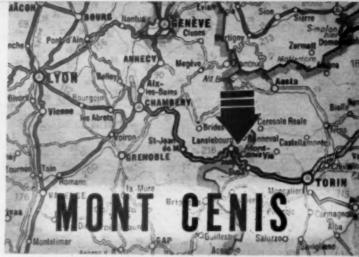
Here the railway takes to the 8-mile tunnel, actually not under the Mont Cenis at all but beneath the Col. de Fréjus, 17 miles short of it; and the usual car-rail facilities are available for those forced to miss the lovely road-crossing of the Alps.

The road now climbs into the upper valley of the Arc, past several historic forts and in increasingly fine scenery, past Termignon (3,870ft), to Lanslebourg (4,585ft)—the small town at the foot of the Mont Cenis pass proper.

the foot of the Mont Cenis pass proper.

Here the road leaves the Arc Valley, along which a somewhat moderate road continues to Bonneval and the famous Col d'Iseran, the highest motor-road in Europe, even more extensively damaged in 1957. The Mont Cenis road, however, swings across the river and ascends the main wall of the Alps to the south by half a dozen wide, easy dog-legs, first across meadows, later through pinewoods and finally up a short steep slope to the summit. A splendid view back across the Arc Valley to the snowy peaks and glaciers of the Tarentaise Alps opens up, but is lost just before the saddle is reached at 6,834ft.

A remarkable change of scene is encountered at the watershed. Five hundred feet below, to the south, lies a remarkable green plain several miles long and entirely enclosed by rocky ridges. It contains the mile-and-a-half long Cenis Lake, and is dotted with numerous buildings, including the Napoleonic barracks and Hospice, now largely in ruins. To this plain the road winds down by several hairpins, skirting the lake and passing through the rectangle of massive atone walls as well as the inhabited village with its post office. Finally, where the Cenise torrent drops over the southern rim in a fine waterfall, begins the wonderfully engineered descent of the steep southern slope, with the snow-covered precipices of the 11,300ft Roccia Melone dominating the ravine on the other side.



Map he courtous of Halland, Borne

This is the fourth Alpine Pass to be dealt with in this series of articles. A book by the same author, dealing with 50 Alpine roads, has been published this month by Robert Hale under the title "The Great Motor Highways of the Alps," at £1 10s.

This splendid 6-mile sector negotiates a fall of about 2,000ft, past the French customs post to the Italian customs at Molaretto, perched airily at about 4,000ft above the last drop into the deep valley of the Dora Riparia at Susa.

The 2,000ft descent by a spiral staircase of beautifully gradedand protected hairpins, with a maximum gradient of 1 in 10, is a delight. Gradually the vegetation of the warm south takes command, with groves of walnut trees covering the steep hillsides. White-walled villages and slender church towers rise from the depths to meet the traveller as he swings down from bend to bend. Far below, the huddled roofs and many churches of Susa appear, always dominated by the immense, rocky flank of Roccia Melone. In less than half an hour from the Italian post you are in Susa's narrow main-street and there join the main valley highway descending from the Mont Genèvre Pass and Dauphine over the frontier to the west.

From Susa it runs fast and straight for 25 miles down the broad Dora Valley through Bussoleno and Rivoli to Turin, that fine industrial city strung across the Piedmont plain against the magnificent background of the Alpine chain.

The Mont Cenis, normally open from April to November, often offers a passage across the Alps when many of the other, higher passes are closed to traffic. There is certainly nothing on this delightful journey which could cause any misgivings to a driver without great experience of high Alpine roads. Indeed, it might well be chosen for the initiation into the joys of Alpine motoring.

Left: Gateway to the Mont Cenis; in the Arc Valley near Aiguebelle. Right: Italian customs at Molaretto





SO MUCH MORE VALUE

SO MUCH MORE in mileage, silence and grip.

SO MUCH MORE in cornering stability, even wear and comfortable riding.

SO MUCH MORE

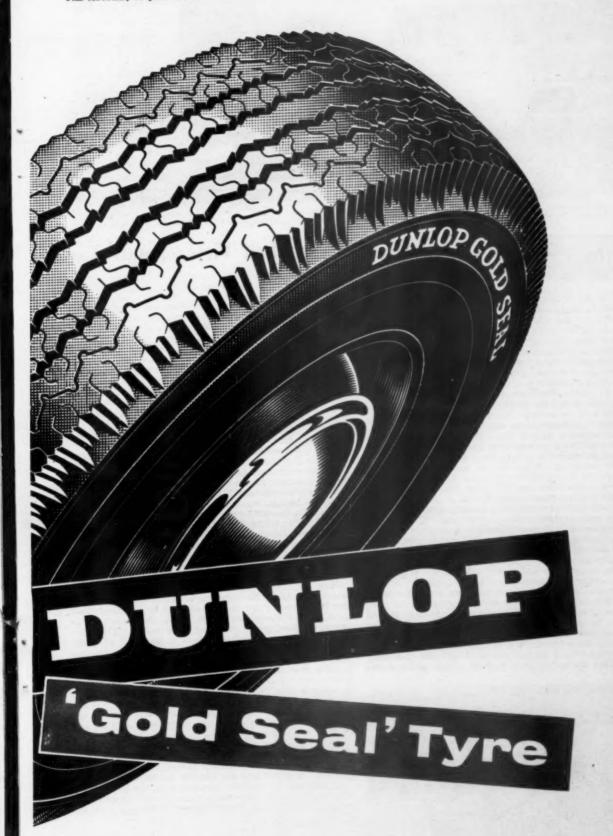
in all-round value.

That is why it was immediately fitted as standard equipment by the majority of British motor car manufacturers.

This new tyre is also available in Heavy Duty construction in all popular sizes.



THE AUTOCAR, 11 JULY 1958









Autocar ROAD TESTS

691

Vauxhall Victor Estate Car

Since the Vauxhall Victor saloon was introduced in March, 1957, more than 100,000 have been built; last February the saloon was supplemented by an estate car. It is the first time Vauxhall have marketed a body of this description, although earlier models have been adapted by specialist coechbuilding.

by specialist coachbuilding.

General styling follows that of the saloon version and, as is proper for a vehicle which may be expected to carry greater loads, suitable structural and mechanical changes have been made. The main modifications are to the bodychassis shell behind the centre pillar. As a result of local stiffening here (or perhaps because of the change in body form) there is improvement on the Victor saloon which was road tested 12 months ago; whereas the latter suffered from a scuttle shake at maximum speeds and a slight body resonance at around 50 m.p.h., these are completely absent from the estate car. A heavier rear axle casing is used in the estate car, larger hub bearings are fitted, and the rear springs have five leaves instead of three, the rate going up to 124 lb per in as compared with 100 lb in.

The usual method of providing greater luggage accommodation is employed on the Victor estate car. The rear seat cushion folds forward against the back of the front seat, and the rear backrest drops down into the space normally occupied by the cushion. The change over is quick and easy, the back rest being released by pulling on a central handle which unlatches a catch at each side; when it is returned to normal seating the backrest snaps into position. During the time the car was in our possession no rattles developed in the seats or rear door, and an examination of the good engineering involved indicates that this condition should continue for a long period with no more than the usual occasional maintenance which these devices require.

In dirty weather, air flow at the back of this type of body often obscures the rear window with a film of mud or dust. This did not occur to such an extent on the Victor as with most other cars of this type, and although wing mirrors were fitted to the test car—one wing mirror is a legal requirement on this type of body now—it was possible to have a clear view rearwards at all times.

Unfortunately the same cannot be said for forward vision. Whereas in the dry with a clear screen it was excellent, in wet conditions the converging type of windscreen wiper blades left a large unswept area in the middle of the screen, in addition to the rounded edges which the blades cannot traverse. This was more noticeable in dense traffic, for at speed the corners were cleared by the higher wind velocity over their surface sufficiently to permit reasonable vision in daylight. The ventilating panels in the front doors, though small, are effective, but the release catches are awkward to operate; if they were used when it was raining, water dripped on to the front seat.

A wide single rear door (locked with the ignition key) is hinged and counterbalanced from the roofline. When open it is high enough—5ft 5in—not to form an obstacle as loading is taking place. A useful fitting is a door-operated light switch, in addition to those operated by the side doors.

The loading height of 1ft 10in is convenient and the spare wheel, which is carried vertically on the right, does not form too great an obstacle, though small articles can disappear down the well in which the wheel rests. A number of fittings on the car are listed as extras, and amongst these are the mats covering the floor of the luggage compartment.

With the rear seats in use the luggage capacity of the estate car is 22 cu ft—approximately 50 per cent more than that in the normal saloon. As this can be increased to 45 cu ft when the seats are folded down, the loaded weight of the vehicle can be increased considerably. To match this, 5.90-13in tyres are fitted—those of the saloon are 5.60in on the same size wheels—and the axle ratio is lowered from 4.125 to 4.625. As a result, the m.p.h. per 1,000 r.p.m. for the estate car is 14.5 as compared with 16.5 for the saloon, and although the maximum speed of the estate car is 3 m.p.h. less, the acceleration figures, with two aboard, are better than those of the saloon similarly laden. While the saloon took 18.6 sec and 29.8 sec to reach 50 m.p.h. and 60 m.p.h. respectively, the estate car returned 17.8 sec and 27.4 sec for equivalent speeds.

As is customary with this type of vehicle, some performance figures were taken with the car laden to its permitted maximum. Acceleration suffers, of course, but not to a marked degree over the standing quarter mile.

Comparison of the fuel consumption figures between the two models is also interesting, as the overall figure of the estate car showed an improvement of 0.9 m.p.g. over the



Four doors on an estate car are not only convenient for passengers, but also make possible side loading of luggage when the rear seat is folded





Counterbalanced by tarsion bars in the roof, the rear door is very easy to lift into the open position (right) and gives some protection from rain when loading. A handle in the centre of the rear backrest releases it for folding horizontally (left), where it locks to the upturned rear cushion to form a luggage platform 64in long

saloon. This may be attributable in part to the estate car having been loaded for a greater part of the test and, therefore, driven at slower average speeds than the saloon. For countries where premium fuel is not available, a 6.8 to 1 compression ratio can be specified. Premium fuel was used when recording the performance figures, but a considerable portion of the test was undertaken on a 50-50 mixture of premium and commercial grade fuel. With two aboard this was satisfactory, but with the car fully laden, pinking did occur if the engine was allowed to labour on hills.

Acceleration up to 60 m.p.h. was quite brisk but after that it fell off noticeably and, even when two persons only were aboard, a lengthy stretch of road was required to reach maximum speed. However, the Victor gets along well between 50 and 60 m.p.h., and this speed range seems well suited to the 1½-litre engine. Starting from cold required more use of the choke than seemed desirable but, once warm, the unit pulled well. The engine was particularly quiet at tickover speeds and was free from vibration at all speeds. Less than one pint of oil was added during 500 miles.

A feature of the gear box is the provision of synchromesh on all three forward speeds. With this type of gear box first gear is always used for starting off, whereas the same ratio in a four-speed unit is, more often than not, an emergency gear and not often engaged. The Victor gear change mechanism is particularly taut, light and precise, and clean changes can be made at all times as the lever is placed conveniently close to the steering wheel rim, with short movements between ratios. The ratios are well chosen and the flexibility of the engine is such that, except when the car is fully laden, the advantages of an additional intermediate gear are not missed. Clutch operation is light, with smooth take-up from rest and no trace of slip when accelerating the fully laden vehicle hard in first gear. One point of criticism is that the operating pad, like that of the brake pedal, is too far from the floor and the leg movement required, particularly in traffic, becomes a little tiring. At speeds over 60 m.p.h. there was some noise from the back axle, accentuated, no doubt, by the large uninsulated space behind the seats.

The brakes stood up well to test conditions and, although there was a marked increase in pedal travel after 500 miles, they remained efficient, with extremely light operating loads. The twist-to-release handbrake is satisfactory, and is reasonably easy to reach although tucked away alongside the steering column.

Victor saloons have been appearing in rallies recently, and have done well in manœuvrability tests, thanks to excellent road holding and steering. The estate car behaves in a similar fashion, and, if the driver wishes, it

can be cornered in enterprising fashion with complete safety. At all speeds the steering is light and responsive, with a desirable degree of self-centring. Unladen, there is a trace of understeer, but only of the order which many drivers prefer. Most noticeable, in comparison with many other modern cars, is the almost complete absence of tyre squeal. Unladen, the stiffer suspension of the estate car results in a slightly harsh ride over unmade roads, but the difference on normal metalled surfaces is unnoticed. Fully laden, the rear tyre pressures have to be increased and, provided that as much of the load as possible is placed forward of the rear axle, there is no noticeable change in handling characteristics. Obviously, if a heavy load is placed in the extreme tail, then the car tends to swing wide on a corner, but at all times there is very little roll. Steering is not affected by high crosswinds, but severe changes in road camber must be watched if the car is tail heavy.

The driving position suits persons of average height, but a driver with long arms finds the wheel a little too close. The wheel is of convenient size—loin diameter—and it has a clean, thin rim; it is set at a comfortable angle and does not obstruct the view of the instruments.

Opinions on the seating comfort were not easy to reconcile. The top of the backrest slopes backwards considerably and gives no support for an upright driving position, and more support for the thighs was considered desirable. The arm rests are too low to be used satisfactorily as such. The fore and aft adjustment of the driving seat is particularly easy. If the front seat is adjusted fully backwards to suit a long-legged driver, knee room for the rear passengers is restricted and their legs have to be placed to one side, though foot room is provided beneath the back of the front seat. Rear seat ride is comfortable, with reasonable headroom, and indifferent road surfaces are not noticed. An arm rest is fitted to each rear door, and as the estate car is equipped to Victor Super specification, there is an ashtray in the back of the front seat in addition to the one on the facia.

Equipment and instruments are well laid out, and all the

Equipment and instruments are well laid out, and all the essentials are provided, with some extras in the case of this test car. The speedometer, having a lens which magnifies the mileage digits, is easily read; its panel contains also



One effect of curving and raking the loading door is to keep the glass relatively clear in wet and muddy conditions

a fuel tank gauge, coolant thermometer and warning lights. The direction indicators are controlled by a neat lever close to the steering wheel on the right. Also on the right of the column are the switches most often used-the starter combined with the ignition switch; the lights switch, which also controls the panel light with its rheostat; and the two-speed wiper switch, further movement of which operates the vacuum-powered screen wash. More precision in the respective positions of the combination switches would be an improvement.

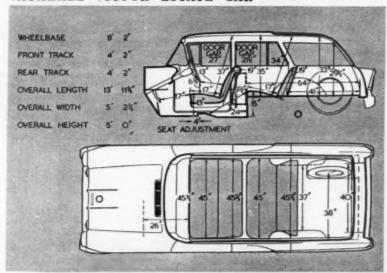
On the left of the central plated panel is the accessible choke control, and placed at either side of the panel are the heater control levers. This is a very powerful unit fitted with two-speed blower which is rather noisy in the higher range. Demisting of a fogged-up screen takes a matter of a few seconds, and the interior heating available is likely to be more than enough for any English winter conditions. A

glove box on the left of the panel is supplemented by a lower shelf—an optional extra. The small tool kit and jack are placed below the rear seat.

Twin horns are fitted; they have a powerful note, but the half-ring which sounds them had a very stiff spring and would operate only if pressed in its mid-position. The head lamps give a good beam in both positions with good spread and penetration in keeping with the car's performance.

Few early post-war estate cars reflected credit on their manufacturers, because of poor detail executions. Since the engineering and styling departments began to treat them as serious vehicles, they have improved out of all recognition, and are now important models in almost every range, with everincreasing sales. Much detailed thought has been put into the Victor in order that the extra load capacity can be accommodated without upsetting the balance between appearance, comfort and performance. In this it succeeds admirably

VAUXHALL VICTOR ESTATE CAR



Scale fin to 1ft. Driving seat in central position. Cushions uncompressed

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Car speedometer: True speed:

	PERFOR	MANCE-		
ACCELERATION:	BRAKES: (at 30 m.p.h. in neutral):			
Speed range, Gear Ratios and	Time in sec.	Pedal load	Retardation	Equivalent stopping
4,625 7,5	61 14,735	in lb		distance in ft
M.P.H. to 1 to	1 to 1	25	0.27g	112
10-30 12.3 7,		50	0.51g	59
20-40 11.8 8.		75	0.84g	36
30-50 13.5 -		***		
40-60 16.3 -		FUEL CO	NSUMPTIO	N:
From rest through gears to: M.P.H. see. M.P.H 30 7.0 40 11.7 50 17.8 60 27.4 Standing quarter mile 23.7 sec.	f 7 cwt. . sec 8.7 . 13.4 . 22.4	M.P.H. 30 40 50 60 70 Overall fue	el consumpti	Top 36.7 35.6 31.7 27.1 23.0 on for 1547 miles, er 100 km).
MAXIMUM SPEEDS ON G		(11.3—8.3	e normal ra	nge 25—34 m.p.g. 00 km).

Fuel: premium grade.

TEST CONDITIONS: Weather: dry, over-cast. No wind. Air temperature, 65-70 deg. F.

Acceleration figures are the means of several runs in opposite directions.

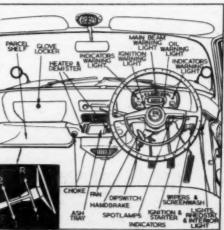
Tractive effort obtained by Tapley meter. Model described in The Autocar of 28 February, 1958.

SPEEDOMETER CORRECTION: M.P.H.

30 27 40 36

		1
70 66	75 71	2 R

DATA-PRICE (basic), £620. British purchase tax, £311 7s.
Total (in Great Britain), £931 7s.
Extras: Radio £21 1s 6d. Radio £21 1s 66 Heater £14 15s. Two fog lamps £7. Electric clock £6 0s 6d. Screen wash £2 16s 6d. ENGINE: Capacity, 1,507 c.c. (92 cu in). Number of cylinders, 4. Bore and stroke, 79.4 × 76.2 mm (3.125 × Jun).
Valve gear, overhead, pushrods and rockers.
Compression ratio, 7.8 to 1; 6.8 to 1 optional.
B.H.P. 55 (gross) at 4,200 r.p.m. (B.H.P. per
ton laden 45.3).
Torque, 84.5 lb ft at 2,400 p.m.
M.P.H. per 1,000 r.p.m. in top gear, 14.5. WEIGHT? (with 5 gals fuel), 21 cwt (2,366 lb). Weight distribution (per cent); F, 52.7; R, 47.3. Laden as tested, 24½ cwt (2,716 lb). Lb per c.c. (laden), 1.8. BRAKES: Type, 2 L.S. front, L and T rear. Method of operation, hydraulic. Dimensions: F and R, sin dis; 1.5in wide. Lining area: P, 46 sq in; R, 46 sq in. (75.8 sq in per ton laden). TYRES: 5.90—13in.
Pressures (lb sq in); F, 24; R, 24 (normal).
F, 24; R, 30 (fully laden). TANK CAPACITY: 8 Imperial gallons. Oil sump, 7.5 pints.
Cooling system, 12 pints with hester. STEERING: Turning circle.
Between kerbs, 33ft 2in.
Between walls, 35ft 4in.
Turns of steering wheel from lock to lock, 3§. DIMENSIONS: Wheelbase, 8ft 2in. Track, F, 4ft 2in, R, 4ft 2in. Length (overall), 13ft. 11in Width, 5ft 2in. Height, 5ft. Ground clearance, 7in. Frontal area, 20 sq ft (approximately). **ELECTRICAL SYSTEM: 12-volt; 43** ampère-hour battery. Head lights, Double dip; 42-36 watt bulbs.



SUSPENSION: Front, independent, coil springs and wishbones with anti-roll bar. Rear, half-elliptic leaf springs, with live axle.





Left: A Sunco car interior thermometer. Above: The sponge and (dark) rim are a snap fit on the head of the Spongemobile

Accessories

Small, Strong Hoist

DULLEY blocks and rope tackles are one of man's oldest inventions. Strong light alloys, solid nylon pulley wheels and nylon cord, as in the case of the Haltrac Midget hoist, make such devices much smaller and greatly reduce friction loss. The Haltrac weighs only 1 lb, and uses a mere cord of nylon, but its claim of a break load of over 1,200 lb would, on calculation, seem correct; for the load is evenly spread over seven lengths of cord between the pulleys.

The reduction gearing effect is 8 to 1—that is, a 100 lb pull lifts 800 lb, less a small allowance for friction. The multiple hooks are self-locking, the metal of the device is light alloy or medium aluminium of good strength, and the pulley spindles are high-grade steel bolts, cadmium-

The hoist could be used with suitable slings for lifting an engine, for un-ditching a rally car, or all sorts of jobs. Haltrac, Ltd., Bourne Works, Weimar Street, London, S.W.15, are the makers, and the price is £2 17s 6d.

Spare Wheel Mounting

A USEFUL increase of M.G. A body space is had by mounting the space wheel outside, as is done by the new ASM mounting of Automobile and Sheet Megal Co., Ltd., Percival Lane, Runcorh, Cheshire. It uses the standard luggade grid brackets and mountings, including the wide base straps, which are well worth having, because the tail panel of this sports model is light. A black wheel cover is included in the kit, which costs £10 10s. A luggage grid frame, which goes over the bars securing the wheel, is £6 extra.

A similar kit for the external mounting of the spare wheel on Ford cars is £9. ASM also make three kinds of luggage grid for the tail panel of the Austin-Healey Sprite.

Hose-Sponge

A NEW car-washer by Wm. A. Cooke and Sons, Walkden, Manchester, is called the Spongemobile. It consists of a shaped handle of tough flexible plastic, stiffened by the metal connection for the hose, and continuing as an oblong backfor the sponge. The sponge itself is of the kind made from a synthetic foam which does not shrink when dry. It is mounted in a perforated backing, having a rim which is a push fit over the head of the handle. In the space between the two, a detergent tablet may be inserted. There is nothing on the exterior to acratch finish.

The price of the device is £1 12s 6d, and the detergent tablets cost 1s 6d a packet of six. Each tablet is 1½in diameter and approximately ½in thick. It is stated that these tablets incorporate silicones which are left as a polish film on the car washed.

Transparent Vizors

THE latest windscreen vizor of Auster, Ltd., Crown Works, Barford Street, Birmingham, 5, has metal ends, in primer, ready to be painted to match a car; the centre section is transparent, of neutral-tinted Perspex. Called the 1120 H.D., this vizor costs £7 17s 6d. It is a universal model, with adjustable fittings.

There are three other kinds. The 1120V. is slightly V-shaped in plan, and has adjustable chromium-plated mountings, framing two panels in safety glass of amber, blue, green or neutral tint (£9 16s 9d). It suits V windscreens well. The 1120C is similar, for curved screens, and has a single panel of glass with a curved top edge. There are versions for older cars with windscreens of flat glass.

Pneumatic Fuel Gauge

ALTHOUGH it is designed for the Volkswagen only, the K-L Dräger fuel gauge is technically interesting. An immersion tube is fitted into the petrol tank. It is connected by a tube to the gauge, which is a sensitive pressure-recording device. Operation is by pressing a plunger on the side of the gauge, and this actuates a fixed-delivery air pump. The weight and resistance of the petrol at the bottom of the tank tube produces back pressure, and this reads on the dial of the instrument, calibrated in gallons.

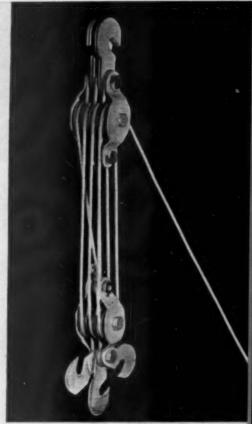
The principle used is that the deeper a lake or sea (or the petrol in a tank) may be, the greater the pressure at the bottom. Obviously, the pressure variations at the bottom of a VW petrol tank, according to its depth of filling, are not great; but they are constant, subject only to the tiniest variations, such as barometer reading varying with the weather, and negligible in effect. Key-Leather Co., Ltd., 5, Urswick Road, London, E.9, say that these gauges average accuracies as good as reading to the nearest pint. This must be helped by the position of the VW tank, so near the facia. The gauge should be reliable.

The price is £4 19s 6d, and a mounting bracket, which avoids cutting the facia, costs 6e.

Interior Thermometer

A NEAT Fahrenheit reference thermometer, reading from minus 40 deg to 120 deg on a circular scale (1½ in diameter) has been submitted for our examination. The dial has a convex plastic cover, and the bright metal backing is lipped round to retain it. Attachment is by suction cup. Imported from Western Germany by

the Century Optical Company, 164-166, Tottenham Court Road, London, W.1, and priced, retail, in this country at 8s 6d, the thermometer works on the bimetal coil spring principle. In a car it may be read to the nearest two or three degrees unless the needle is vibrating on rough roads.



Above: In this picture of the Haltrac hoist, we have opened the multiple safety-hook at the bottom, and closed the one at the top. Below: The ASM mount for an M.G. A wheel. A luggage grid (not shown) can be added





A pneumatic fuel gauge for the VW. The peculiar spacing of the calibrated figures reflects the shape of the petrol tank

An Auster 1120H.D. vizor, with Perspex centre section





Mike Hawthorn, comfortably in front with his formula | Ferrari, leads Phil Hill's Maserati, several laps behind, through Muizon Corner

RANCE'S MOST important race meeting of the 1958 season was staged at Rheims last weekend. Three international events took place on the fast, 5-mile road circuit to the west of the city; first there was the 12-hour event for gran turismo cars which started at midnight on the Saturday; next the Coupe de Vitesse for formula 2 cars and, following immediately afterwards on the Sunday afternoon, the 44th Grand Prix of the Automobile Club de France—the historic French Grand Prix. The entries, particularly in the formula 1 and 2 races, were very good and internationally representative. The programme at Rheims is organized in conjunction with L'Automobile Club de Champagne; the races are here described in order of their significance, the reverse of their occurrence.



PRACTICE WITH THREE big on the programme there was a formidable display of machinery in the paddock during the four days before the meeting opened. So far as mechanics were concerned. Ferrari's resources were very strained; apart from the several 250GT coupés for the 12-hour race, some of which were factory-sponsored, four formula 1 cars were entered for the G.P. and one for the formula 2 race. Peter Collins drove the formula 2 car during practice, and Hawthorn, Musso, von Trips and Gendebien—and Collins, despite Ferrari's declaration that he wasn't going to have one driver running in both races, practised in the formula 1 cars.

Maserati were represented in practice for the G.P. by Phil Hill (Bonnier's car), Bonnier (Scarlatti's ex-Fangio car), three Centro-Sud cars (Shelby, Gerini and one-time winner at Indianapolis, Troy Ruttmann), Godia's car, and Fangio himself in the new, smaller and lightened version of the 250F—the Piccolo—that first appeared

at Spa.

Lotus produced four factory cars—two for the formula 1 race and two for the formula 2. In the smaller class, Allison was driving the brand-new G.P. car

Starting grid activity in the formula 2 roce. Les Leston (right) has run out of clutch, and is being pushed back to the pits. The cloud of smoke is coming from Collins' wheels. Trintignant (white helmet, centre) has faltered, Allison (No. 16) is about to shunt him, and Wicken (No. 28) is about to do the same to Allison. Behra's Porsche took the lead

THE AUTOCAR, 11 TULY 1958

OFF-DAY FOR BRITISH CARS. BUT MOSS' VANWALL IS SECOND IN THE G.P. : SAD LOSS OF LUIGI MUSSO: PORSCHE WIN FORMULA 2. FERRARI THE 12-HR. GRAN TURISMO RACE



Midnight, Saturday 5 July: The starting signal has been given and the drivers dash across the road to their cars-with 12 hours of gran turismo motor racing ahead of them

-for Ferrari and Mike Hawthorn

From laps 21 to 39 Moss (Vanwall No. 8) and Behra (B.R.M. No. 14) fought for second place. Here they are seen going out of Muizon corner, much farther apart than usual

making its debut with a 1,500 c.c. engine inclined at 17 deg to the left; Graham Hill had an old-type formula 2 car. The Lotus cars for the formula 1 race consisted of Hill's new model, with 1,960 c.c. engine laid on its side, the propeller shaft running to the driver's left, and Allison's old-type formula 2 chassis in which the 2.2-litre engine had a 60 deg tilt to the right. the formula 2 race there were also Denis Taylor and Les Leston.

Vanwall brought four cars—three for the race—for Moss, Brooks and Lewis-Evans; B.R.M., too, had three entries, all of them 1958 versions, to be driven by Behra, Schell and Trintignant. Porsche, concerned with the formula 2 and G.T.

Behra, Schell and Trintignant. Porsche, concerned with the formula 2 and G.T. events, brought along a new central-seater, based on the Barth-Frère Le Mans car, for the formula 2 race. This proved to be very fast, eventually putting up best formula 2 time. There was also an RS Spyder driven by von Dory.

Cooper entries were—as ever—legion. The official works entries consisted of two formula 1 cars (Salvadori and Brabham) of which Salvadori's was fitted with a 2.2-litre engine. In addition, there were four factory cars for the formula 2 race—Salvadori, Brabham, McClaren and Burgess; in fact, the Brabham car was owned by Alan Brown. There were also the privately entered cars in the formula 2 race, driven by Tony Marsh, George Wicken, Tom Bridger (British Racing Parthership car), Henry Taylor (George Nixon's car, in which Taylor had won the Prix de Paris race a formight before), Goethals, Guelfi, da Silva Ramos (in the second of Brown's cars), Naylor, Gibson (in which Schell also practised), and the Rob Walker entries.









DINLOFT SO ENER

Above left: For some reason the finish at Rheims is under dual control. The customary chequered flag (left) is supported by M. Roche's yellow flag. Here the Olivier Gendebien-Paul Frère 250 GT Ferrari wins the 12-hour race, followed by Picard's similar car in fifth place and nearly 100km behind. Above right: Class winners, Ireland and Lovely, with their Lotus Eleven suitably garnished with gladioli, etc. Left: George Wicken's Cooper, a creditable third in the formula 2 race

These comprised two cars—the Monaco winner, for Moss to drive, and the Argentine and Aintree 200 winner for Trintignant; both had 1,498 c.c. engines, and both appeared alternatively with and without quickly-detachable streamlined fairings, which seemed to make little difference to their lap times. Finally, there were three rather slow 1,500 c.c. Oscas in the smaller race, driven by Fast, Piotti, and Cabianca. The factory entered desmodromic-valve 1,500 (de Tomaso) failed to appear.

Official lap record for the circuit stood

Official lap record for the circuit stood to Fangio (Ferrari), with a time of 2min 25.8sec set up in 1956; the unofficial, practice record also stood to Fangio's Ferrari in 2min 22.8sec, and the formula 2 lap record was shared by Trintignant (Ferrari) and Salvadori (Cooper) at 2min 38.2sec, this time being set up during last year's race.

Wednesday's best formula 1 time was

Wednesday's best formula 1 time was by Schell's B.R.M.—2min 23.1sec, which caused something of a sensation. There was only one Ferrari present, in which Mike Hawthorn lapped in 2min 23.9sec. Best formula 2 time was Moss' in the streamlined Cooper, with 2 min 37.7sec. On Thursday, when there were 100 bottles of champagne for the fastest lap, Mike Hawthorn did a magnificent 2min 21.7sec—which remained unbeaten during the ensuing periods. Unexpectedly, the organizers decided to put up a second 100 bottles, for the best formula 2 time scored on the Thursday. This produced a dramatic contest beween Moss (Cooper, now unstreamlined) and Collins (Ferrari), during which the two took it in turn to lower their times, until Moss eventually left his at 2min 35.8sec—and won the champagne. Behra's Porsche got down to 2min 37.4sec—giving little indication of its potential

its potential.

On the Friday—last practice period—Behra took the Porsche out again, getting down to 2min 34.3sec, and then improved this time to 2min 34.sec—fastest formula 2 time. Collins improved his time to 2min 35.3sec, and Moss did not succeed even in equalling his best time of the previous day, leaving him third on the list. Next came Trintignant, 2min 36.3sec; Brabham, 2min 36.6sec; Allison, in the first of the Lotuses, with 2min 37.3sec; Salvadori, 2min 37.6sec. Maurice Trintignant had a lucky escape when the Rob Walker Cooper—unstreamlined this time—burst into flames while in full flight; Trintignant brought it to rest and jumped out, with no more than a burned neck.

In the formula 1 category, Hawthorn's 2 min 21.7sec stood unbeaten; Brooks put his car at the top of the Vanwall times, with 2min 23.4sec—fifth on the list, Musso's Thursday time of 2min 22.5sec stood as second best; Schell's Wednesday time of 2min 23.1sec came third, and Collins' 2min 23.1sec came third, and Collins' 2min 23.7sec, in fifth place, came Moss' 2min 23.7sec, set up on the Thursday, which was equal sixth with Trintig-

nant's Friday time in the B.R.M. Eighth, equal with Collins in the Gendebien Ferrari, came Fangio in the new Maserati, with 2 min 24sec.

rari, came Fangio in the new Maserati, with 2min 24sec.

Trintignant had further misfortune when the B.R.M. suffered an engine seizure, Trintignant abandoning the car and getting a lift back to the pits on the tail of Schell's car. The Vanwalls, too, were none too happy, being some 500 revs down, though pulling lower ratios than last time at Rheims. Two of the cars were overheating, and on one a valve cap came off, damaging the engine seriously. As a result of this, there was a lot of chopping and changing of engines, and general rebuilding on the Saturday.

GRAND PRIX After Britain's run of G.P. wins this season, it was a little disconcerting, when the cars took up their grid positions for the start, to see two Ferraris—Hawthorn's and Musso's—in the first two positions; third on the front row was Schell's B.R.M. In the second row were von Trips (with the Ferrari that Collins had taken round in Zmin 23.1sec, thereby qualifying it for this grid position) and Brooks' Vanwall; behind them came Moss' Vanwall, Trintignant's B.R.M. and Fangio's Maserati. Peter Collins, with the Ferrari in which he had lapped in Zmin 24sec, was in the fourth row.

in 2min 24sec, was in the fourth row.

The start, at 4 p.m., was given by a huge flag on a long pole—held right in front of Mike Hawthorn's Ferrari. Mike hesitated for the pole to be again lifted from his path, and as a result, took off in third position—behind Schell's B.R.M. and Brooks' Vanwall. By the end of the lap—in 5.2 miles—Hawthorn was in the lead, followed by Schell, Musso

Left: Jean Behra (central-seater Porsche RSK), winner of the formula 2 event. Right: Mike Hawthorn's Dino 246 Ferrari, which won the G.P.





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(Tread design as illustrated)

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All the features of the De Luxe tyre plus the strength and safety afforded by Nylon Cord for only a few shillings extra cost.

(Tread design as illustrated)

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For speeds up to 120 m.p.h.

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For speeds up to 170 m.p.h.

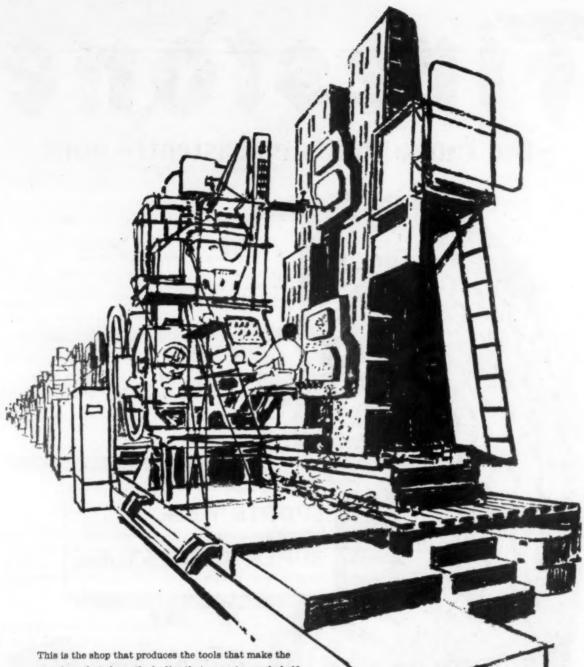
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This is the shop that produces the tools that make the pressings that shape the bodies that go on to nearly half the cars produced in Britain today. Over 900 men are employed in this fine modern tool shop at Pressed Steel.

Pressed Steel press steel in a big way

Four out of ten British cars coming on to the road today have bodywork by Pressed Steel. Pressed Steel, an all-British company, are the largest independent manufacturers of car bodies in Europe. They produce bodywork for Austin, Hillman, Jaguar, Morris, Morris Commercial, M.G., Riley, Rolls-Royce, Rover, Singer, Standard, Sunbeam and Wolseley. Pressed Steel Company Limited, makers of Britain's first all-steel car body in 1926, suppliers to the motor industry ever since.

Manufacturers also of Prestcold refrigerators, railway rolling stock and pressings of all types.

RHEIMS: Grand Prix..

(Ferrari), Moss (Vanwall), Brooks (Vanwall), Fangio (Maserati), Collins (Ferrari), Behra (B.R.M.), Lewis-Evans (Vanwall), and Brabham in the first of the Coopers. Hawthorn's red Ferrari, tearing down from Thillois towards the pits, brought back memories of his first year with

Ferrari—1953, when he won the G.P. de l'A.C.F. on this same l'A.C.F. on this same circuit. As the Ferrari pulled out its lead, now from Musso's similar car, he seemed com-pletely at home on the very fast circuit. In third place by the second lap was Collins' Ferrari, with Brooks, Fangio, and the B.R.M.s of Behra and Schell close behind, and Moss lying eighth.

Musso continued to back up Hawthorn, with Collins' Ferrari lying third-three Ferraris out in front of Brooks' Vanwall. At the end of the fourth lap, Collins was missing; he had gone straight on (down the escape road) at Muizon corner, and was ultimately to come round in 19th place, with only two of the 21 starters behind him.

behind him.

Brooks moved up into third place, behind Musso; fighting it out for fourth position were Fangio and Schell, the two position were rangio and Schell, the two cars very close together, with Behra be-hind, then Moss. Suddenly, Moss whipped past Behra, Schell and Fangio, during the ninth lap, and came past the pits in fourth place at the end of the

tenth lap.

A lap later, poor Musso, who had been driving brilliantly at the top of his form, crashed out on the circuit, receiving fatal Brooks thus took second place, followed by Moss and Fangio. By the end of the twelfth lap, Fangio had whipped through to second place, ahead of Moss; Behra lay third, and Tony Brooks' Vanwall called at the pit with engine trouble. Von Trips, after a poor start when his engine would not fire, took over Brooks' fifth place when the Van-wail stopped. From now on Brooks' car was out of the race; it struggled round,

eventually coming in again to retire.

Fangio and Moss, meantime—or Moss and Fangio—were having a tremendous and rangio—were having a tremenous tussle for second place, the two cars usually lying side by side. Gradually, Behra, lying third, closed up and began to join battle—until, suddenly, as the trio tore down from Thillois past the pits, it was Behra in second place. Mike Haw-thorn, driving a beautiful race—surely this much be his finest year?—was way out in front on his own. Peter Collins, after his escape-road excursion, was mov-



After a faultless race, Stirling Moss brought the sole remaining Vanwall through to second positionin the first grand prix that has not been won by a British car this season. wheels can be seen

FISHES

ing up through the field, and by the time Behra took second place (lap 16), he was lying eighth. With Behra second, and Schell and Trintignant sixth and seventh, the B.R.M.s were beautifully placed if their leading car had run into trouble.

Next Moss caught and passed Fangio, as did von Trips, Fangio making a brief stop at the end of lap 24 clutchless, so that the order became Hawthorn, Behra, Moss and von Trips.

Lewis-Evans had by now been called

in (lap 20) to hand over to Brooks; the car lost four places and rejoined the race in 15th place. By the new ruling, this meant that neither Brooks nor Lewis-Evans could score any Championship

Trintignant crawled slowly round to-wards Thillois, pushed a bit, and eventu-ally abandoned the B.R.M., a fuel pump having given up; it was a very minor fault to put the car out of the running. By

lap 26, Moss had moved up into second ahead—or alongside—of Behra's. From laps 26 to 39, the two B.R.M. British cars helped to make an exciting race of something that might have become a procession, with the lead so securely in Mike Hawthorn's hands. They were seldom more than a car's length apart, constantly much less, and second place changed hands time and time again. It was magnificent racing, and Behra's performance cheered his French com-

performance cheered his French com-patriots considerably.

Von Trips kept in fourth place while all this was going on, followed by Schell-until the B.R.M. came in for a long pit stop, which included removal of the exhaust manifold, at the end of the 36th lap. It finally moved off again behind Ruttmann's Maserati, which had been bringing up the rear from the 10th lap, except for a brief interruption by Brooks after his pit stop and before he retired. By the end of lap 40, Schell, too, had retired, and once again Tony Brooks, now with the ex-Lewis-Evans Vanwall, was in the pits and out of the race. Still Haw-thorn held his lead comfortably, his race average being over 125 m.p.h.

At the end of lap 40 Behra was missing; the third and last B.R.M. had broken down near Muizon corner, and Behra began the long walk home. Salvadori's Cooper, which had been occupying 11th, 12th or 13th position for most of the race, came slowly down towards the pits and pulled on the grass, to wait until the finish and push across the line to qualify as a finisher. It seemed odd later that Schell, whose B.R.M. came slowly round at the end of its 40th lap, did not do the same. Instead, it stopped at the pit first before the winner crossed the line, and was not even classified as a finisher.

Peter Collins passed Fangio on the 40th lap, to take up fourth position (after Behra's retirement) behind von Trips—Ferrari, Vanwall, Ferrari, Ferrari; though Musso was out of the race, the remaining three team cars were keeping up Maran-

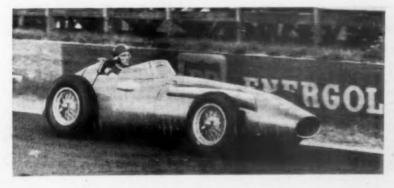
ello's end.

On the 45th lap, to show that the car had plenty left, Mike Hawthorn threw in a record lap for good measure, turning in a time of 2min 24.9sec (128.18 m.p.h.). Behind Collins came Fangio's Maserati, the off-side front brake of which had been grabbing badly for some time, throwing up smoke as Fangio braked.

Brabham's Cooper kept gallantly in sixth place from the 40th lap, the car look-

ing very small on the fast circuit; behind him. American Phil Hill had been driving

Driving the new, lightened and smaller G.P. Maserati. Fangio was fourth at Rheims-having moved up from fifth when Peter Collins ran out of fuel on the last half of the last lap. The Maserati was slowed by a grabbing brake



RHFIMS: Grand Prix...

a quiet and unostentatious race, holding his ground in an outdated and slower car, moving up as the potential winners

over-exerted themselves and retired.

Bonnier's, Gerini's and Ruttmann's
Maseratis, too, and in that order, were
steady. The one-time Indianapolis
winner, and one of the three Americans in the race, was entirely new to this type of racing. Carroll Shelby, the third American, had retired early on with his Maserati, as had Godia when his car took to the country. The two Lotuses, too, had dropped out, the second going on lap

34; they were never really in the running. As the chequered flag fell, and Mike Hawthorn won his second French G.P. it seemed that little else could occur in this extremely interesting race-but there was more to come. Moss took the flag, then Trips-and then . . . Fangio. Few realized what had happened, not even the announcers, who assumed that all was over bar the shouting. In fact, Collins had run out of fuel on his last lap, yielding fourth place (and losing £500 prize money) to Fangio. In the midst of the excitement, unlucky Collins, almost unnoticed, pushed his Ferrari across the line.

Though this race was not a happy one been British cars (we have spoiled this year, with an all-British record of wins), it did demonstrate the manner in which the Dino 246 Ferrari engine has been progressively developed. Now, in addition to the speed the cars first demonstrated at Casablanca last October,

they have reliability.

hey have reliability.

RESULTS (Grand Prix de l'A.C.F.)
(50 laps of 5.2-mile circuit. 760 miles).

1. Ferd laps of 1. Ferd laps o

FORMULA 2 On paper, at any rate, British prospects in this race were good; out of the 25 entries, there were 19 British cars—15 Coopers and four Lotuses. From the start, however, British luck seemed to be out. As the flag fell, Collins' Ferrari (Maranello's sole contribution) jumped into the lead, smoke pouring from the spinning rear tyres. Brabham's factory Cooper remained on the line with a broken con-rod; Leston's Lotus did likewise with a component of the clutch with-drawal mechanism adrift. Trintignant's Cooper faltered and was rammed in the tail by Allison's Lotus; Wicken's Cooper, in turn, shunted the Lotus, which lasted only a couple of laps before retiring with

only a couple or laps before retiring with a split tank.

Out of this mêlée, Collins took the lead, momentarily, but very quickly Behra's central-seater Porsche was out in front, followed by Moss (Cooper), Collins (Ferrari) and, by the end of the first lap, Wicken (Cooper). Salvadori brought his Cooper in at the end of the second lap with a fractured oil pipe to join the retirements.

retirements.

Behra's lead was never challenged; Moss followed in second place until the end of the ninth lap, when he stopped at the pit, retiring two laps later, letting Collins up into second place and Wicken into third Cliff Allison brought his factory Lotus in to retire at the end of the third lap, by which time Graham Hill, in the second works car, had made a short pit stop Trintignant pushed his Cooper (Rob Walker's second car) in from Thillois to retire at the end of the seventh lap-and so the breakdowns came in. Porsche, with their single-seater car alone representing the factory, continued to lead; Ferrari, in a similar position, continued to follow.

Graham Hill made a great effort to regain lost ground, moving slowly up from 20th, where his pit stop had left him, to 10th; a second stop dropped him back to 14th again, and again he started climbing up, reaching 11th place before making a third stop and dropping back again. Les Leston, whose clutch had been repaired, started his race as the leaders set off on their ninth lap; somewhat disheartened, he drove on without a hope even of a

With Moss' retirement, Ian Burgess, in the last surviving works Cooper, had moved up into fourth place behind Wicken; just behind came a spirited struggle for fifth between Henry Taylor and Bruce McLaren in Coopers, the two

cars, always close together, frequently places changed Taylor eventually securing fifth place on the last-but-one lap.

By the 21st of 30 laps nine cars had retired — Brabham (Cooper), Salvadori (Cooper), Moss (Cooper), Trintignant (Cooper), Allison (Lotus), Denis Taylor (Lotus), Brian Naylor (Gooper), Jahn Fast (Osca) and Piotti (Osca), four laps later Tony Marsh stopped at Muizon corner with engine failure. By this stage the race average was nearly 10 m.p.h. faster than that of the

formula 2 race at Rheims last year. The Porsche was undoubtedly quite a bit faster than Peter Collins' Ferrari, which was never near catching it Had he managed to do so, Ferrari, who had already won the gran turismo race and were yet to win the G.P., would have repeated their hat trick of last year.

RESULTS, FORMULA II RACE
(35 laps of 5.2-mile circuit. 182 miles)
orsche (J. Behra), Ihr 19min 45sec, 116.454 (35 laps of 5.2-mile circuit.
Porsche (J. Behra). Ihr 19min 45sec. 116.454
m.p.h.
Ferrari (P. Collins). Ihr 20min 5.4sec. 115.940
m.p.h.
Cooper (G. Wicken). Ihr 22min 17.8sec.
Cooper (H. Taylor). 34 laps.
Cooper (H. Taylor). 34 laps.
Cooper (H. Taylor). 34 laps.
Cooper (R. Gibson). 35 laps.
Cooper (R. Gibson). 35 laps.
Cooper (R. Gibson). 35 laps.
Cooper (G. Geethals). 35 laps.
Cooper (G. Geethals). 35 laps.
Cooper (H. Gibson). 35 laps.
Cooper (H. Gibson). 35 laps.
Cooper (H. Gibson). 35 laps.
Cooper (C. Geethals). 35 laps.
Cooper (C. Geethals). 26 laps.
Cooper (T. Marsh). 29 laps.
Cooper (T. Marsh). 29 laps.
Cooper (L. Leston). 26 laps.

12 HOURS For everyone who had about the practice periods, this race seemed likely to follow something of a pre-determined pattern-and, in the event, so it did; yet it was far from being dull, either technically or as a spectacle. Disputed over half the time and dis-

tance of Le Mans, at comparable speeds. and involving gran turismo (open and closed) cars of a class which many people

feel should be entered once more at Le Mans, it will be rememberd especially for demonstrating again the marked superiority of the 250 GT Ferraris over all others in their category. Ten of these cars—1957 and 1958 models—started, and six finished in the lead, divided only at sixth place by the remarkable Storez-von

Frankenburg 1600 Porsche. In all, 41 cars got away, and on the opening stages nine of the Ferraris roared ahead of the field, picking up three laps' lead on the field within an hour, and returning lap times and speeds of around 2min 50sec. (109 m.p.h.). Guelfi had made the fastest practice lap at 2min 46sec (111.87 m.p.h.), and Gendebien, last year's winner, clocked 2min 48.5sec (110.21

In the 1,300-2,000 c.c. class Porsches were strongly represented and their leaders outpaced the four A.C.s opposing them. Even so the A.C.s—all with Bristol engines—performed creditably, especially Clarke's well-worn and familiar Aceca.

A category lower, 1,000-1,300 c.c., found the 1,100 Lotuses more than a match for the trim little Alfas—cars of an entirely



Behra's Porsche, which handsomely won the formula 2 race at Rheims, was the Barth-Frère Le Mans car, fitted for this race with a central, single seat, and coachwork to suit

different character. However, none of the three Alfas stayed the full course.

May we be forgiven for adding that the Panhard Monopoles monopolized the 500-750 c.c. class, and D.B.s the one above. And so races within races developed.

A solitary, standard, new Aston Martin DB Mark III saloon, on its way to becoming a foreign demonstrator, lapped steadily at around 100 m.p.h. until its 68th lap, when Guelfi (on his 75th lap) shunted it heavily in the rear, approaching Thillois corner. His Ferrari was virtually written off, and its driver was lucky to escape without serious injury. The Aston was without serious injury. The Aditched and could not continue.

Gendebien and Frère, with Guelfi gone, had an almost undisputed lead, which they held until the 246th and last lap, though Mairesse held an equally clear second-place advantage behind them. By half-distance the Storez Porsche had established itself in seventh place, a lap behind Picard's Ferrari, and the Ireland and Lovely Lotus was eighth, two laps farther behind, both, of course, leading their classes

Some thick mist had developed as the first had developed as the night became cooler, and this was blamed for Campbell Jones' collision with a post, and consequent retirement. His Lotus had been going well in 10th place at the quarter-distance.



RENAULT Dauphine

The Dauphine is a delightful car. She turns all heads with her looks and wins all hearts with her performance. One demonstration and you will know that she is the only car for you.

Independent four-wheel suspension; 45 miles to the gallon at cruising speed; steady as a rock at 70 m.p.h.; roomy and comfortable with so many extras—the Renault Dauphine is a dream of a car.

Price reduced to £505. (Total: £758 17s. 0d. inc. p.t.)
Now available in a range of five sparkling colours.



For full details of where you can enjoy a Dauphine demonstration drive, write today to the address below.

DIAMOND JUBILEE COMPETITION

Now is the time to buy, We are celebrating Renault's Diamond Jubilee this year and anybody who buys a new Renault car before the end of August has a chance to win a holiday abroad in a fascinating new competition. Celebrate with us by ordering your new Renault NOW.

Full details from the address below.

(Esso) BULLETIN

CRYSTAL PALACE ROAD RACES 5.7.58

NORBURY TROPHY

st IAN WALKER.....Lotus-Elite

CLASS B

IAN WALKER Lotus-Elite

CLASS C

PETER GAMMON Elva-Courier

SALOON CAR RACE

CLASS B CLASS C Also using Esso Extra Motor Oil

st J. M. UREN Ford Zephyr

ANERLEY TROPHY

S. H. JENSEN Cooper-Climax

Using Esso Extra Motor Oil only

(Subject to official confirmation)

"Yes, and won on exactly the same petrol I'm putting in

ESSO EXTRA

Finest Petrol in the World



RHEIMS: 12 Hours...

By the time the crowds were beginning to filter back after breakfast, and with rather less than three hours of the race still to run, the A.C. Ace, driven by Whiteaway was missed, engine trouble being reported. Frolich's similar car had already gone, so Jones and Anthony took over for the make, holding off the challenge of several Porsches—but not others. At this stage, the cars in this class were well spread out, with laps totalling from 164 down to 156.

Sudden excitement came when the leading Monopole skated the full length of the pits straight, with its left front wheel folded flat under its nose. Apparently it had no brakes, but miraculously kept straight and eventually came to rest on the grass just beyond the Dunlop Bridge. It was later rolled backwards to its pit, repaired, and restarted in the race.

Equally dramatic was the dash into the pits by Paul Frère in the winning Ferrari. With the toughened glass screen holed and crystallized and his chin cut, he pulled in at 10.19 a.m. to have the broken glass removed and the rear window hammered out to give a through air stream. He got away again within his two-lap lead but had to return again next lap to have the roof lining dragged out to prevent it flapping. Still he just held his lead, and gained a few seconds a lap, to the end, and victory.

No more than five minutes before the finish, Mairesse in the second-placed, white Ferrari also stopped at his pit with, apparently, rear axle trouble. After inspection, he was able to tour round for his final two laps without loss of position.

And so the long race ran out in bright sunshine, with 27 of 41 cars crossing the finishing line—if only very slowly in one or two cases. Class winners were Ferrari, Porsche, Lotus, D.B. and Panhard. The outright winners, Gendebien and Frère, had previous successes at Rheims and Le Mans to their credit.

 Over 2,886
 e.e.
 (Cendebles-Prère).
 1,272.67
 miles.

 1. Perrari
 106.06
 m.p.h.
 m.p.h.
 miles.

 2. Perrari
 (Mairease-Haldaux).
 1,368.17
 miles.

 3. Perrari
 (Peron-Pertin).
 1,237.71
 miles.
 105.14

5. Perrair (resource)
1.361-2.866 é.é.
1.701-2.866 é.é.
1. Porsche (Storez-Von Prankenberg). 1.206.81 miles, 100.56 m.p.h.
2. Porsche (Jose Behra-Rodrigues), 1,146.80 miles, 95.57 m.p.h.
2. Porsche (Bonnier-Rorwinder), 1,121.23 miles, 93.44 m.p.h.

1,301-2,800 s.e.
1. Lotus (Lovely-Ireland), 1,170.78 miles, 97.56
m.p.h.
2. Lotus (Widille-Thepenier), 1,125.45 miles, 94.45 m.p.h.
5. Alfa Romeo (Ubeszi-Catrille), 652.90 miles, 54.41 m.p.h.

751-1.806 6.6.
1. D.B. (Bartholini-Cornet). 1,054.55 miles, 87.86 m.p.h.
2. D.B. (Beaudon-Mougrin), 1,013.91 miles, 64.49 m.p.h.
5. D.B. (Bouharde-Picart), 999.98 miles, 85.35 m.p.h.

5. D.B. (Bounaros-569-759 c.s. Monopole (Van den Bruwaens-Lafourel), 1,011.11 miles, 84.26 m.p.h. 2. Pauhard Monopole (Hemard-Besulieu), 1,010.39 pauhard Monopole (Vinatier-Masson), 984.96 miles, 82.08 m.p.h.

HAT TRICK FOR BOSHIER-JONES

EST and Be Thankful last weekend was perfect. Wise Englishmen left the Sodden South for the brilliant mountain blue of Glen Croe, a sun of incredible heat (the Red Cross issued loud-speaker warnings about exposing the back of the neck), and driving of a talent rarely seen. Inevitably, the afternoon became a duel between David Boshier-Jones and Michael Christie, placed one and two in the hillclimb championship, with the latter handicapped by the stature of a front-row forward against the former's build of a Welsh international fly-half. Probably that was why Boshier-Jones' Cooper came out on top, for there is no better exponent of climbing "The Rest" than M. A. H. Christie. But weight counts with 1,000 c.c. uphill, and Christie was consistently slower.

Boshier-Jones broke the record unofficially in practice, and then broke it officially twice running in his runs for the championship. There is no need to say more about his driving. It was superb. For the rest, it must be highlights: 76.83sec for a Berkeley (I. G. Loudon-

For the rest, it must be highlights: 76.83sec for a Berkeley (I. G. Loudon-Cox) though it wilted under the strain on its last run; C. Summers coming up in a welter of chains on the Farley Special, and D. R. Good gallant, but too dashing, with

his 1100 Cooper; R. W. Phillips with his blown Fairley Special (transverse Coventry Climax engine, chain drive and four exhaust stubs); Jim Berry having a lucky slide with the old blown 2-litre E.R.A. at the hairpin and finishing up pointing in the right direction for a time of 58.29sec; Robin Smith disappointing in Archie Scott-Brown's Lister-Maserati, now red, and the lovely blue of Ray Fielding's Alta-Jaguar.

Then the sports cars: three women, driving in masterly fashion—the Hon. Mrs. K. S. Richardson (Porsche), pretty Averil Scott-Moncreiff (positively last appearance in the famous Mk. VI Lotus) and Agnes Mickel in the red A.C. Acc. Oh, and a special mention for fair-haired Mrs. M. McCosh, one of the few women who really can drive a vintage 4½-litre Bentlev.

And talking of obsolescent ironmongery (Vintagents of the world, unite; you have nothing to lose but your rheumatism), C. K. W. Schellenburg in the Barnato-Hassan 8-litre, bank-smiting at the hairpin on both runs because the lock wouldn't permit anything else; Robin Smith wuffling up in a Thunderbird and genuffecting at the Cobbler as the brakes went on (but recording 71.25sec, just the

same), and J. P. Chapman, taking an Ardun head and eight carburettors to make fastest time in the big class. The championship climbs came last—

The championship climbs came last—sunset thrills as the peaks threw shadows across the track. Rest and Be Thankful is bumpier than last year. It is just as narrow, and if you go over the edge it may mean perdition. If you clout the edge it may mean granite. Like the old Isle of Man T.T. circuit, it sorts out the drivers as well as the cars. As a result, it makes the strawbale airfield type of fast driver look amateurish; if anyone wants to prove otherwise, let him put his name down for next year.

Racing Cars: Up to 500 s.s.: 1, Cooper-Norton (T. G. P. Wilson), 64 99/sec; 2, J.P.-J.A.P. (C. C. Ross); 3, Berkeley (I. G. Loudon-Cox), 586-1,180 s.s.; 1, Cooper (D. Roshier-Jones), 55.82sec; 2, Cooper (M. A. H. Christie); 5, Cooper (D. R. Good), Over 1,160 c.s.; 1, Cooper 1,475 (N. V. L. Barclay), 57.61sec; 2, E.R.A. 1,980 s (J. Berry); 5, Alra-Jaguar 3,442 (R. Freiding),

Alts.-Inguar 5.442 (R. Fielding).

Sports Cers: Up to 1,686 c.s.; 1, Lotus Mk. 13, 1,086 (T. Dickson), 57,79:ec; 2, Lotus Mk. 13, 1088 (W. N. D. Bloon); 5, Lotus Mk. VI, 1,098 (W. N. D. Bloon); 5, Lotus Mk. VI, 1,094 (J. G. Taillis), 1,560:2.866 c.s.; 1, Porsche 16008 (J. G. Taillis), 1,560:2.866 c.s.; 2, Jaguar C. S. 402 (J. G. Charman), 62,660ec; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 2, Jaguar XK150 3,442 (J. R. Stewart), 1,560:2.866 c.s.; 1,560:2.

R.A.C. British Hillslimb Champlenship: 1. Cooper (D. Boshier-Jones), 52,93sec (record); 2. Cooper (M. A. H. Christie), 55,27sec; 5, Parley Sp. (C. Summers), 55,84sec.

Left: Tony Barrett Greene slides his C-type Jaguar out of Cobbler Bend. Right: David Boshier-Jones has both inside wheels momentarily clear of the ground at the approach to Stone Bridge







Royal Visit to Tyre Factory

A LMOST 30 years since the first Scottish India tyre was produced, the India factory at Inchinnan, Renfrewshire, was honoured by a visit by the Queen and Prince Philip on Monday. Executives and long-service employees were presented to the royal party, and the programme included a complete tour of the factory. The Queen was accompanied by Mr. G. E. Beharrell, chairman of the Dunlop Rubber Co., Ltd., and Mr. L. J. W. Bailey, director and general manager of the India Tyre and Rubber Co., Ltd.; Prince Philip was accompanied by Mr. A. R. M. Geddes, joint managing director of Dunlop, and Mr. H. Torlay, works manager of India.

Bid for Mulliners Successful

THE recent offer made by the Standard Motor Co., Ltd., for the Preference and Ordinary share capital of Mulliners has been accepted for over 80 per cent of the stock, and further acceptances are to be taken up to 18 July. The offer, worth about £1,500,000, made on behalf of Massey-Ferguson for the new Standard Ordinary shares is also expected to succeed. As a result, the Mulliners acceptance will move nearer to 100 per cent, and additionally Massey-Ferguson will have secured almost a one-third interest in Standard.

Westminster Commentary

Petrol tax: With the committee stage of the Finance Bill completed there remains only one faint chance that the Chancellor may relent on the petrol tax—the report stage of the Bill. Little comfort can be taken from Mr. Heathcoat Amory's last pronouncement on the subject when he turned down an appeal that buses should be exempt from excise duty. In fact, he said bluntly that he could not afford it and added significantly that "if relief were given it would be difficult to avoid extending it further." It may be inferred then that any cut to come in the fuel tax will take the form of a general reduction, so once again fingers must be kept crossed until next April.

reduction, so once again fingers must be kept crossed until next April.

Oxford By-pass. Work is expected to start in November on one of the more complicated road projects—the Oxford western by-pass. It will be 3½ miles long, and will involve the construction of 13 bridges, including a very complicated one of 116ft over the Thames, and the Wolver-cut viaduct, nearly 1,000ft in length, over the railway, the canal, and the A.40 London-Fishguard road. The by-pass is expected to be completed by April, 1961. Lord Mancroft claimed that this was a more difficult engineering operation than the London-Birmingham motorway which is being constructed in half the time.

Tow-away cars insured. It will be some comfort to motorists who find their cars towed away by the police to know that for insurance purposes the cars are regarded as vehicles driven for police purposes, and liability for any loss or damage where the police driver is at fault will be



IF THERE ARE no interruptions as a result of the weather the Meriden By-pass between Coventry and Birmingham should be completed by October this year, four months ahead of schedule. It will connect Stonebridge with the Coventry By-pass, and will eliminate the dangerous section of road between Allesley and Meriden, where there have been frequent accidents in recent months

Next Week

- New twin overhead camshaft version of a well-known British sports car—full description and Road Test.
- ★ Illustrated report of the Alpine Rally.
- Czechoslovakia—story and news of touring conditions and facilities.
- Entries and prospects for the Silverstone Grand Prix on Saturday, 19 July.
- * Full complement of regular features.

accepted as in the case of a police vehicle.

Petrol Stations.—There is some concern about the growth of petrol filling stations. Local authorities, as the planning body, are required to consider the type of road involved, the siting and layout of the station, the effect on traffic flow and safety, and the effect on amenity. During 1956 there were 374 appeals against planning refusals for stations of which 82 were allowed, and in 1957 there were 572 appeals, of which 78 were allowed—some indication of themany new stations being built.

Vauxhall Records in June

L AST month production and exports of Vauxhall cars and commercial vehicles were records for the company.

The total export figure of 10,914 exceeds the previous highest total achieved last January at 10,666, and output—18,394 vehicles—exceeds the previous highest monthly figure by nearly 1,000. Of this total 13,100 were cars.

Going Abroad Without Carnets

MOTORISTS taking their cars across the Channel under cover of form 29C have been surprised to find, on some services, that a port charge of £1 return is being made by the carrier or the motoring organizations for "clearing the car through customs." At some seaports the motoring organizations look after car customs clearance for a fee of 12s, which is made alike to members and non-members.

For their part, Silver City Airways explain that, since carnets became unnecessary, so many travellers have been taking cars overseas without assistance of the motoring organizations that extra staff have had to be employed to handle the documentary and customs inspection procedures. This was previously part of the A.A. or R.A.C. carnet service. Owners are not permitted to see cars through customs for themselves, as at other European frontiers. We are informed that no extra charge for customs clearance is made on the Channel Air Bridge services of Air Charter, Ltd., nor on the Townsend ferries.

The French system of issuing a windscreen vignette (six-month validity) to travellers who are not using carnets is working well. There is no charge for it, and it is now issued automatically at the frontier or port of arrival in France.

Over the Hump?

THE possibility that the American motor I industry may be beginning to show the first signs of recovery is suggested by reports of increasing orders by the in-dustry from its suppliers of steel and of heavy cotton cloths.

Hire Purchase Charges Reduced

UNDER the Code of Charges and Commissions which was introduced in September last year, the hire purchase charges fixed by the Finance Houses Association and the S.M.M.T. have been Association and the S.M.M. I. have been reduced. The new percentage charges, with the old ones in brackets, are as follows: new cars, 8 per cent (9); used cars not more than five years old, 1 per cent (10); used cars over five years old, 11 per cars (111). The new rates took effect cent $(11\frac{1}{2})$. The new rates took effect from the beginning of this month.

Settlement for VW Savers

VOLKSWAGEN have proposed, in settlement of claims of all who saved for the "People's Car" before the war, 500 marks (£44) off the price of a new Volkswagen to those who are ready to buy at the current market price of 3,790 marks (£320). To those who do not wish to buy a car, the offer is of 250 marks only (£22). This compares with the demand for a rebate of 1,370 marks (£118) on the price of a new car, made by an association of those who saved for a car before the war.

Going to Beaulieu

FROM the Rootes Group museum at Ryton-on-Dunsmore, several historic cars are going on permanent loan to the Montague Motor Museum at Beaulieu, Hampshire. Among them will be Segrave's 1,000 h.p. aero-engined Sun-

beam, first car in the world to exceed 200 m.p.h., his famous 1924 Grand Prix Sunbeam Cub, and early Humbers, Singers and Hillmans.



Some detail changes have been made in the styling of the Bertone-bodied Alfa Romeo Giulietta Sprint coupé (see below)

Czech Travel

OFFICES in London for the Czechoslovak Travel Bureau were opened at 45, Oxford Street, London, W.1, last week. The manager is Mr. Zdenek

Alfa Romeo Restyled

STYLING alterations have been announced by Alfa Romeo for the Giulietta Sprint coupés, the bodies for which are designed by Bertone. Main which are designed by Bertone. Manuchanges are at the front, where a latticework horizontal grille has been introduced, which is in line with the styling of the Alfa Roméo 2000 introduced at the Show last November. Detail changes have also been made to the rear lamp clusters. This model continues to be available in the Sprint form (8.0 to 1

compression ratio, 70 b.h.p. at 6,000 r.p.m.) or as the Sprint Veloce with the more highly tuned engine (8.5 to 1 compression ratio, 90 b.h.p. at 6,000 r.p.m.).

Parking by Meter

VESTERDAY, at a formal ceremony in Grosvenor Square, the first parking meters came into operation in the northwest area of Mayfair, London. The area involved is that bounded by Park Lane, Oxford Street, New Bond Street, Grosvenor Street, the south side of Grosvenor Square, and Upper Grosvenor Street. It contains parking places for approximately 80 vehicles.

As already stated, the charges are 6d for

As already stated, the charges are 6d for an hour, or is for two hours, with a ten shillings fee for staying up to two hours at a run-out meter. After that time the motorist is liable to prosecution.

Several new particulars have been released by the authorities, of which the most important is the rule that a motorist must pay the full charge even though time remains unexpired on the meter's indi-cator. However, it is difficult to see how unless there happens to be a parking attendant on the spot-this rule can be enforced

It will not be permissible to extend parking time after two hours simply by inserting another 6d or shilling in the slot; the car must be moved to another bay. On leaving one particular parking bay the motorist may not return to it until one hour has elapsed, though he may, of course, park immediately at any other bay. This is another rule for which enforce-ment will depend on the vigilance and number of attendants placed in charge of the parking zone.

Cars must be parked facing in the direction of the traffic flow, and must be wholly within the bay, which is marked by white lines on the road. Vehicles may by white lines on the road. Venicies may stop without charge anywhere in the zone to take up or set down passengers, and for loading and unloading they may stop free of charge for up to 20 minutes, or longer if authorized by a police constable. If a parking meter is marked "out of order" parking is permitted in its bay order parking is permitted in its bay without charge until two hours after it has

been repaired. The parking meter scheme is in operation from 8.30 a.m. to 6.30 p.m. on Mondays to Fridays (excluding bank holidays), and between 8.30 a.m. and 1.30 p.m. on Saturdays. As on weekdays, parking on Saturdays is permitted only at bays, but no payment is required.

A Mark VIII Jaguar fitted with the new Reutter front seats which can now be supplied. In addition to providing alteration of fore-and-aft location and height above floor level, they per-mit adjustment of the angle of the back rest over a wide range; the back is released by a small handle (inset). They cost an additional £35 basic, total £42 10s including U.K. purchase

THE CHANNEL AIR-LIFT IS TEN YEARS OLD



AIR TERMINAL at Ferryfield: an incoming aircraft in the circuit ready for landing; on the tarmac another is loaded

THE date is 14 July 1948, and you are heading your car towards France. For the first time there is a choice in the methods of transporting the car and yourself across the Channel. If your model is, say, a new Austin A.40 and you have one adult companion, the sea fare would total £8, made up of £5 for the car and £1 10s for each passenger. Return fare would be double. Or if you are prepared to pay £27 for the one-way journey (return double) you could travel with the car by air. If £38 extra to the sea fare for the round trip is within the limits of the personal budget, you have a chance of being in at the beginning of an epic development, achieved by a company whose quaint title is Silver City Airways.

Measure of their success can be gauged quite simply by comparison of vital statistics. In 1948 the company operated from the middle of July to the end of September, carrying 170 cars on a charter basis, at prices varying from the minimum £27 single fare to £32 for a big car (passengers included). This year, the number of vehicles carried is expected to total nearly 70,000, and car single rates are down to a scale ranging according to season and the length of the model from £3 10s to £24, plus £3 each way for each adult passenger.

The story of the enterprise begins in 1946, two years before a lone freighter was hired from the Bristol Aeroplane Company; and the name Silver City takes on a more natural sound when heard against an Australian backcloth. In that year an Australian mining group formed a fleet of Lancastrian and Dakota aircraft for speedy movement of men and machinery. It chose the name Silver City because the group's interests were centred at Broken Hill, the "Silver City" of New South Wales, so-called because of its once-rich silver mines. Management of the new airline was placed in the hands of a small British company called Britavia, whose chief was Air Commodore Griffith J. Powell.

Within two years Australia's regular airlines were re-established and able to look after the group's air transport, so Britavia bought out the entire shareholding of Silver City Airways. The next step was the hire of the Bristol Freighter, followed by the opening of a route from Lympne to Le Touquet—the shortest cross-Channel route available.

After those 170 cars had been carried in 1948, new possibilities for the motorist were opened up by the granting of a Government one-year licence for a scheduled service; thus 1948 became the first year to see a full season's operations. The number of Freighters rose to three, all obtained on a hire basis; traffic figures soared beyond expectations, with 2,600 cars, 100 motor cycles and 7,900 passengers, all carried at the same rates as in

The beginning: this hut at Lympne was the first airport office



1948. In spite of the high cost compared with boat travel, the

appeal of the air trip was established.

The way was open for operations on a wider scale. Cars and passengers were charged separately in 1950, but our equivalent of the A.40 with two passengers would cost about the same as before. At the end of 1949 the Government granted a two-year licence for scheduled services; during 1950 more than 4,000 vehicles were flown, including 3,253 cars, and passengers numbered 10,800.

Lympne and Le Touquet were becoming more and more familiar names in motoring circles. The small airports were adequate to deal with the extra traffic provided by Silver City and its customers, though facilities for passengers at Lympne were a little rudimentary. For the company, life at Lympne

began in a small hut.

Passengers making their way through these termini in 1950 were getting a benefit from the Berlin air-lift. Silver City had been called in to help on that historic, international air freight task, and when it was over they retained the additional Freighters for use on the expanding car ferry service. The flying hours in Germany totalled more than 9,000 by 1954, for after the air-lift the West German Government arranged for the company to operate a freight service between Berlin and Hamburg. Improvements were made at Lympne during 1950, but the 10,800 passengers still underwent Customs examination in the open air.

By 1951 car fares were down to £20 (minimum) plus £4 for each passenger, so that the number of people with each car decided whether or not the new fares were smaller or greater. But the traffic still increased, not least because the company operated throughout the winter for the first time. To keep operations on an economic basis, it was necessary to obtain additional freight, particularly during the winter, with a result that the '51 operations included carriage of 2,000 beef cattle over the water. Then—and now—the company also transported race horses; many a foreign runner in the English and French classics reaches the start by Bristol Freighter, special horse boxes being used.

The first long-term licence to be granted by the Government to an independent airline was given to Silver City in 1951 for a ten-year period, and in 1952 termini were established also at Southampton, Cherbourg and Ostend. Comprehensive insurance at no extra cost to passengers was introduced, and everything was ready for another record in 1952—but not even the

1950 totals were reached.

The experience of 1952 illustrates what may be suffered by imaginative businessmen when the Government makes sudden changes in its regulations. For Silver City the slump was caused by the cut in foreign travel currency from £100 to £25. In anticipation of a new record in 1953, and of delivery of

If there are vacancies when the aircraft is ready to take off export cars as seen in the foreground can quickly be brought over





Above: In 1956, the Duke of Edinburgh flew to visit the new airport. Ferryfield was the first civil airport to be built in Britain after the war. Below: Among the few cars not to be driven on board have been these B.R.M.s. Here they are making their fourth crossing, on that occasion for last year's French Grand Prix at Rouen



six extra-long Superfreighters from Bristols, fares were cut by about 28 per cent, becoming more competitive with sea ferry rates. A new record was certainly achieved, '53 seeing more than 39,000 vehicles carried. The 13,000 carried in August alone were more than the '51 and '52 totals, and at peak weekends the aircraft were making up to 170 crossings a day.

ends the aircraft were making up to 170 crossings a day.

Three more Superfreighters brought the total of Bristol aircraft up to 15 in 1954. The year saw the introduction of Calais as an extra terminal and, perhaps, the company's greatest achievement, the construction of an entirely new airport. This was at Lydd, where most of the fleet continues to be based. Lympne had been outgrown, and Ferryfield—as the Lydd terminal was named—became the first British civil airport to be built since the war, and also the first specifically designed for vehicular traffic.

The village of Lydd has its roots deep in history, but its new airport is as modern as the latest air-freight techniques. There is every facility: reception, A.A. and R.A.C. offices, restaurant, comfortable lounge with refreshments and a good view of the apron, and no parking problems. On arrival in the departure park, airport staff guard the car, which must be left unlocked and with ignition key in place. Apart from essential documents (tickets, passports and export permit) everything may be left in the car, including valuables.

After checking in and a brief wait comes the short walk through customs to the passenger compartment entrance of the plane; a cigarette, and twenty minutes after take-off the Freighter touches down on the Continent. It is on arrival at any terminal that one of the big virtues of the service is appreciated—the quick Customs clearance. A Freighter takes up to three cars, and normally there is, therefore, little more than a handful of passengers. Even at peak periods they are still passing through Customs in small groups, so that the long wait often experienced on the sea routes is avoided.

In 1954 another landmark in the company's short history was its acquisition by the General Steam Navigation Company, a subsidiary of the Peninsular and Oriental Steam Navigation Company, known best as P. and O. At the end of the year the turnover of traffic topped 42,500 vehicles, and in addition





CARS TAKE WINGS . . .

to scheduled services, charter flights took another 4,500 tons of cargo and 15,000 passengers. A year later—at the end of 1955—they could claim to be the largest carriers of air freight in the world, for in that year the loads totalled 70,190 short tons. (A short ton is 2,000 lb as opposed to 2,240 lb—not a coal merchant's measure.)

During the year an air-lift was started across the Irish Sea, and to the Continent from Birmingham, but these have been discontinued. In November the company were awarded the Cumberbatch Trophy, the Commonwealth's main award for air safety. Even the layman knows that the danger points in air travel are on take-off and landing, yet Silver City won the award in spite of one take-off and one landing for every twenty minutes' flight on the busiest routes. Furthermore, it must be recorded that not one of their Freighters has met with an accident in the complete history of the ferry service. The confidence inspired by such a record is boosted even higher by additional intelligence: while the aircraft look cumbersome and heavy, they could in emergency continue a take-off with full load after the failure of one engine. From time to time pilots have to do this, with ballast, for practice.

In April 1956, Ferryfield was visited by H.R.H. the Duke of Edinburgh. He flew his own plane there and sat as co-pilot in a Freighter to Le Touquet. The load on this occasion was a batch of export cars, a form of business which has been steadily developed. Particularly off-season, vacancies on the Freighters are filled at the operator's convenience with cars for export

Some airlines have been accused of treating their passengers like sheep: occasionally, Silver City staff treat their sheep like passengers





Top left: Receiving his car documents a passenger may walk straight out to the waiting aircraft. Top right: Flow-line through the Customs. Above: Silver City staff load a car, with one man watching carefully to ensure that low-built cars do not "ground" on the ramp

or import, naturally at reduced tariff. For example, the Rootes Group avoid certain French taxes by stocking Ferryfield with a range of cars in the full set of colour combinations, so that they can offer the Paris buyer a 24-hour delivery of any car he likes in any listed colour scheme. From Paris via Le Touquet come many Renault Dauphines for British buyers.

Five new Superfreighters joined the fleet in 1956, bringing the total to 22 aircraft; and a route was opened between Southampton and Guernsey, primarily for market garden produce.

ampton and Guernsey, primarily for market garden produce. Reductions in single fares ranging from 10s to £9 10s were announced for 1957, the biggest cuts resulting from a new three-tier price system benefiting mid-week and out-of-season journey makers. Routes for this ninth year of operation were several—Ferryfield to Le Touquet, Calais and Ostend; Southampton to Jersey, Guernsey, Cherbourg and Deauville; Newtownards to Stranraer and the Isle of Man; and Stranraer to the Isle of Man.

Before last Christmas more cuts were announced, to take effect at the beginning of this year. They meant that on average the cost was down by 25 per cent. Now, even in the height of the holiday season, fares are remarkably cheap if weekends are avoided. A small car such as an Austin A.35 costs £5 10s single while, say, a Rover 105 costs £11 10s. Until the season started at the beginning of last month, an A.35 could be carried for only £4. Passenger fares are £3 each way on the shorter routes.

So far, fares have been cut seven times, and it seems almost inevitable that the stage will be reached at which air charges peg level with shipping rates. At the moment Silver City carry about a quarter of the cross-Channel car traffic. If fares come down to match shipping costs, one wonders if the air ferry could cope with the bulk of the remaining 75 per cent. Their reaction is simply a calm "We shall carry them"; weighing up the achievement of the last ten years, one may wager that this attitude is more than a covering for a boast. The ferry started with a lone, hired aircraft; now there is no comparable car-lift anywhere in the world.

R. M. C.

The heading picture was taken specially for us by our sister iournal, "Flight," which records the Silver City anniversary today in an article on the company's aircraft and prospects.

A standard of distinction

This is a car that marks its owner as a successful man. Distinctively styled, supremely comfortable and lavishly equipped, the 84 b. h. p. Mercedes-Benz 190 is a lively, responsive car.

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Your stake in racing







Engine flat out, exhausts snarling, the low-slung aerodynamic car sweeps under the fluttering chequered flag. At the pits, excited team-mates, mechanics and fans crowd round as a garland is draped around the neck of the dirt-smudged, grinning driver.

This may sound pretty remote from built-for-comfort family motoring but there is a link. That hard-fought thrill-a-minute race had prizes not only for the competitors . . . it had prizes for everyone who owns, or contemplates owning, a car. For the racing components of today are the family car equipment of tomorrow.

Biography of a Brake Lining

A new racing car is produced. But before it is even tested, the details of the braking system arrive at Ferodo Limited. Technicians study the list: weight of vehicle, maximum speed, type of brake, type and size of drum or disc and its material, braking ratio front to rear, size of tyres, axle, gear and pedal ratios.

From this they decide if a standard lining is suitable. If not, the laboratories may have an experimental lining or disc pad on their shelves that matches up or forms the basic of further development.

In the Test House

If necessary tests are made on special machines which have a type of brake with known characteristics. Later, the new material is tested with the actual brake assembly to be used on the car.

When the experimental engineers have satisfied themselves that the lining or disc pad will cope with everything the car would normally be expected to do, they add the safety factor. This means carrying out a series of overload tests, proving that the material can take all the new car will give it-and lots more!

Linings are next tested in a high performance car from the Ferodo test fleet. At the end of every thousand miles of motoring on a special circuit, a performance test is carried out, stops being made from speeds up to 100 m.p.h. at 75% g. deceleration. Ferododesigned equipment records temperature and other data. After the tests, the lining or pad is inspected for wear.

Now, Race-Proving

The lining or pad is now handed over to the car builders. Their tests involve actual racing and may go on throughout a whole season. Ferodo seek the drivers' comments and reactions after the races. So a racing lining or pad is evolved. It's a never-ending search, for, as fast as a new material is evolved, so speeds increase and call for even tougher, more efficient linings or pads.

You win all the way

Research for racing benefits all motorists. For the virtues of the racing lining of 1953 are incorporated in the 1958 car.

New linings and especially disc brake pads being evolved today for formula and sports cars will undoubtedly be on your production car in a few years time.

Your garage recommends FERODO Anti-Fade BRAKE LININGS



FAMILY CAMP in a Scottish setting, beside Loch Lubnaig, not far from the Pass of Leny, and Callander

Correspondence

Foreign Touring

Value of the Vignette. In your reply to the query on "Taking Cars Abroad" (27 June), you have omitted to mention the vignette which is required by the French customs authorities for taking a car to France. Your correspondent would be well advised to obtain this before leaving the country (from the same source as his French petrol coupons), as the French customs officials do not appear to know much about them.

I have recently returned from a short holiday in France with a car taken across on Form 29C and the vignette. I am pleased to be able to report that at Dover the formalities took

I have recently returned from a short holiday in France with a car taken across on Form 29C and the vignette. I am pleased to be able to report that at Dover the formalities took very much less time than those with the carnets and triptyques and, although I was a long way down the queue to begin with, I was first on board as a result. On my return, at Dieppe, neither the A.A. official nor the customs officer had ever seen a vignette, and a certain amount of delay was anticipated in view of this, but the "captain" of the customs very soon sorted the matter out, and once again I beat the carnets and triptyques through the customs.

I can thoroughly recommend this procedure to anyone who is hesitating, and also can confirm a previous correspondent's recommendation of Townsend Ferries (book direct).

Huddersfield.

[Details of the vignette scheme are given in a paragraph in News and Views on page 58.—ED.]

Three Speeds or Four

Keep Unladen Weight in Mind. When making comparisons of performance between the American influenced cars Vauxhall Velox and Ford Zephyr and their counterparts Austin A.95 and Rover 90, may I suggest the unladen weight of the respective vehicles be taken into consideration. In the case of the A.95, the weight of this car is greater by 2cwt than either

the Velox or Zephyr, whilst the Rover 90 is greater by as much as 4cwt. I consider unladen weight should always be taken into account when comparing performances, and should be looked for when buying a new car; it can tell one a great deal.

for when buying a new car; it can tell one a great deal.

Regarding the question "Three or four speeds" I personally could not tolerate three after having four; a four with overdrive I consider ideal—it enables one to get maximum performance and economy with lower engine revs.

G. W. Gaby.

Surrey.

Stellite-Wolseley

Request for Information. I wonder if any reader could give me any information or photographs of the early Stellite-Wolseley car? I am writing a book, one chapter of which deals with such a car, and should be most grateful of any information.

London, W.2.

OLIVE TEUGELS (Mrs.).

[Letters will be forwarded.—ED.]

Lament for Riley

Speed, Acceleration Not Everything. The letters on the merit of Riley models should not pass unanswered. Many 13-litre owners like n.yself do not denigrate the new small Riley; we simply deplore the fact that the car is of much lower quality and has lost its individuality by virtue of its mass production characteristics.

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

I am at one with Mr. Sully (27 June) on his list of essential qualities, but maybe we do not award our marks in the same way. Some months ago a second car was acquired, capable of "about ninety" and much vaunted. Twice since then I have done a 400-mile trip to Scotland, stopping only for petrol; I chose the Riley on each occasion for the simple reason that it would get me there more quickly and in greater safety. It does would get me there more quickly and in greater safety. It does not run out of chassis in a strong cross wind, the steering is not dangerous even by 1930 standards, and it can be happily "thrown about" at any speeds, for the good reason that it is built to exceptionally generous margins of safety.

Let us not make the fundamental error of judging cars by top the safety of the proof of the proo

speeds and acceleration times, and overlook the fact that viceless handling, excellent relaxed driving position and a willingness to slog it over hundreds of miles often get one there happily and without incident. To be fair, the listed performances have nothing to do with Mr. Sully's first four points.

I am not convinced that any of the 90 m.p.h. plus, standard

Big Five models produced today would get me, at any rate, from Land's End to John o' Groats as quickly as a 1939 Lancia Aprilia; nor am I convinced that the manufacturers intend them to do so. Branston, Lincoln.

Rolls-Royce Silver Cloud

Standing Quarter Comparisons. I was very interested in your Road Test of the latest Rolls-Royce Silver Cloud with 8.0 to 1 compression ratio (16 May). Some of the comparisons made, however, are not quite fair to most of the 6.6 to 1 compression

ratio Rolls-Royce or Bentley S.

Another journal tested one of these in July 1957, and another in January 1956, and their acceleration times were similar and you. One must allow that methods may vary in taking these times from rest to the different speeds given, but the standing quarter-mile in July 1957 was 18.9sec, and in January 1956 was 18.8sec, against your figures of 18.8sec just recorded and 19.7sec in 1955.

As the standing quarter methods must be similar in each case, this does surely show that the difference between the acceleration of all but the early 6.6 to 1 compression ratio cars and the present 8.0 to 1 compression ratio ones is very slight.

Edenbridge, Kent.

HUGH HUNTER.

Seat Replacement

Minor Modification. I had similar trouble to your reader M. C. S. of Lee-on-Solent ("Your Questions Answered," 27 June) with my Morris Minor ('56) but on the suggestion of a Morris distributor works dept, I had approximately one inch cut out of the back "legs" of the driver's seat.

This had the effect of tipping the seat backwards a little and

gave full support under the upper part of the legs, and also

better visibility.

The modification was so successful that my wife had me have the other seat modified likewise, and we both found that after a 200-mile night journey, neither of us had any aches. May I add that I am 6ft 2in and my wife 5ft 11in. Guildford, Surrey.

"La Rétrospective"

For the Record. Having just finished reading the autobiography of W. O. Bentley, I noticed immediately what may prove to be an historical inaccuracy in the article entitled "La Rétrospective" on page 993 of The Autocar for 27 June 1958. I would respectfully bring to your notice the fact that, in the opinion of W. O. Bentley, it was the 6½-litre normally aspirated car of Barnato and Kidston which wore down and broke the works-entered 7½-litre (supercharged) Mercedes-Benz of Caracciola in the 1930 Le Mans, Barnato eventually going on to win. This is contrary to the impression given by your contributor. This is contrary to the impression given by your contributor "R.B." who, though not stating who won, says "... Sir Henry Birkin had cracked the German Mercedes challenge in 1930." "W.O." acknowledges that Birkin, in his supercharged 4½-litre machine, overtook Caracciola in the early stages of the race in question, but shortly afterwards had the misfortune to lose the tread of a tyre and, later, suffer mechanical failure, leaving the pursuit and harrying of Caracciola in the hands of Barnato and Kidston.

and Kidston.

Stamford, Lincolnshire.

[Peter Garnier writes: "Mr. Wheatley is correct. When Birkin, in one of Dorothy Paget's 'blower' cars, burst m tyre on the fifth lap, yielding the lead to Caracciola, the worksentered Speed Sixes were given the order to speed up. The Davis-Clement car, when lying second, took to the sandbanks at Pontlieue and retired, the Barnato-Kidston car taking over second place. The Barniew chased the Marcades continuously. at Pontlieue and retired, the Barnato-Kidston car taking over second place. The Bentley chased the Mercedes continuously and, on the 36th lap, went into the lead. forcing Caracciola to use the blower for lap after lap. The lead changed several times during a ding-dong battle that lasted until 2.23 a.m.—when the Mercedes came to the pit with a blown gasket. Because of tyre trouble, the supercharged 4½-litre cars took no part in this wearing-down process."—ED.]

JAGUAR IN AMERICA

He Wasn't Persuaded—or Frightened....Mr. Parizek's letter (27 June) reminds me of an experience whilst touring in America last year, when I took my Jaguar to an American garage specializing in foreign (i.e., non-American) cars for carburettor tuning. Despite the fact that my Jag. had only done 15,000 miles and was running perfectly, I was told that the clutch was slipping (it wasn't) and that several piston rings had gone. I was earnestly othered to have feet authority to the control of the contr

advised to have the engine stripped down forthwith, lest awful consequences should follow. I declined the invitation and, after my return home, proceeded to run up a trouble-free mileage of 46,000, after which I decided on a decoke as a matter of pre-caution. I need not have worried—the engine was amazingly clean, valve tolerances correct, and the cylinder bores showed no measurable wear whatsoever.

It is my belief that some American concerns "serving" imported cars regard the owners of such cars as "suckers" who can be persuaded or frightened into having all kinds of totally unnecessary work done, merely to line the proprietor's pocket. I would add, in fairness, that the people I visited were not Jaguar

agents. London, W.5.

Owned Six—Fully Satisfied. As I have owned six Jaguars since 1945, perhaps Mr. Parizek (27 June) would be interested in my experiences with them. The first two, 1939 1½-litres bought second-hand, were completely reliable, and gave no trouble at all. My first new model, a 1947 3½-litre, had a broken cog in the gear box at 18,000 miles, and although it was 12 months out of guarantee the box was replaced free of charge. The car was sold at approximately 32,000 miles. The next was a 1949 Mark V which gave no trouble at all in 30,000 miles. My 1955 Mark VII also proved all one could wish for in comfort, speed and reliability; mileage 32,000. The latest, a 3.4, with which my wife is as much in love as I am, had a slightly noisy rear axle which was replaced under guarantee.

All the cars have been carefully run in and serviced, but have been driven hard, and I do not know of a more reliable engine giving such an outstanding performance. With regard to body rattles, several continental tours, including the awful potholes on Spanish roads, have failed to find any defects. The engines have needed no attention, and none of them has been decaphonized. carbonized.

My wife and I are so completely satisfied with the 3.4, with its very exciting performance, its comfort, and styling that we would not even consider any other make. With four friends who are satisfied Jaguar owners, and as keen as myself, is it small wonder I sign myself Mildenhall, Suffolk.

"Ask 2,000 Club Members." . . . If Mr. Parizek really wants to know how Jaguars behave when "driven daily in a sensible manner and serviced in a reasonable fashion," I would suggest that he sends a circular letter to the 2,000 members of the Jaguar Drivers' Club.

I am confident that the replies he would receive would make him wonder if some people are better qualified to drive farm tractors than high-quality sports cars,

Redditch, Worcestershire.

GRAHAME WILSHAW, (Jaguar Drivers' Club).

A. ALEXANDER.

"Seek Information from Jaguar Owners." I cannot help wondering what is the real motive underlying Mr. Parizek's letter concerning Jaguars in America. If he genuinely seeks information from Jaguar owners on their experiences with the make, why does he not simply write and invite correspondence on the subject without a long rigmarole about his observations at his local garage, these observations being unpleasantly near to "smear" technique. West Molesey, Surrey.

SHELL wins
FRENCH
GRAND PRIX



Mike Hawthorn

(at record average speed of 125.46 M.P.H. and breaking lap record at 128.19 M.P.H.)

3RD FERRARI

W. von Trips

5TH FERRARI

Peter Collins

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HERE was slickness of organization and an air of showmanship at the Crystal Palace last Saturday, when the seven-race programme was run off strictly to time-table by the British Racing and Sports Car Club. Discouraged, per-haps, by threatening skies, a smaller crowd than usual attended this National meeting, but except for an occasional brief shower the circuit remained dry.

Proceedings opened with the Norbury Trophy over 18 laps for series production sports cars up to 1,600 c.c. Only Peter Gammon in the Elva Courier prevented a complete victory by the Lotus Elites driven by I. Walker and J. Lawry. Walker led from start to finish, but Gammon stayed ahead of Lawry, this being the finishing order. J. Hayles and D. A. Wilcox, in M.G. As, both retired by one-third distance, and Gammon won the upthird distance, and Gammon won the up-to-1,600 c.c. class from the M.G. As of K. W. McKenzie and D. G. Dixon. Three Turners, headed by J. P. Baldam, ran in formation to head the 1,000 c.c. class.

Run in two parts of 10 laps each, the Anericy Trophy race had drawn an entry of 14 formula 2 cars. Jim Russell's Cooper-Climax led in the first heat, followed by S. H. Jensen in the Kiwi Equipe Cooper-Climax until half distance, when Bueb (Lotus-Climax) came up to second place. Jensen then closed right up on Bueb to finish 0.2sec behind, and Bueb, piling on the pressure, failed to catch Russell by 1.4sec. Ronnie Moore, in the second of the Kiwi Coopers, was fourth, and Count Ouvaroff's Cooper fifth.

In the second part, Jensen was in pole position by virtue of fastest lap in the first race at 80.97 m.p.h., but Bueb, beside him in the front row of the grid, made a tremendous effort to get ahead from the start, entering Ramp Bend broadside-a heart-stopping moment.

broadside—a heart-stopping moment.

Jensen was under the bridge first and, despite all Bueb's efforts, kept his scarlet Cooper ahead for the 10 laps. Bueb gained at the end and finished Isec behind. They were pursued at a more respectful distance by Russell, Parkes in the rear-engined Fry, which was fast and tready or corporate and Count Owaroff.

steady on corners, and Count Ouvaroff, who passed the Fry before the finish.

Adding the times together gave the Anerley Trophy to Jensen from Bueb by 0.8sec, with Russell and Moore third and fourth. Jim Russell made fastest lap at 82.03 m.p.h.—the circuit lap record is 82.3 m.p.h., by T. Bridger and G. Wicken.

Apart from the fine spectacle of big

Apart from the fine spectacle of big sports cars thundering round this tight little circuit, both parts of the London Trophy race-the main event of the day were rather dull and processional. Ivor Bueb won both with some ease in the works 3.8-litre Lister-Jaguar from Bruce Halford's 3-litre Lister and Graham Whitehead's DB3S Aston Martin. Both the latter cars had run at Le Mans, and Graham received loud applause from the crowd during his warming-up lap for his second place with Peter Whitehead.

In part one, Bueb in pole position was still adjusting his goggles when the flag fell, and made a bad start. Halford led until the third lap, when Bueb slipped past at North Tower Crescent to lead until the finish. G. M. Jones put up a remarkable performance in finishing fourth in both races with his 1,220 c.c.

D. S. Shale, in Max Trimble's 1,460 c.c. Lotus, had an embarrassing moment when the water hose to the header tank above his legs split as he shot the bridge at Ramp Bend. He was unable to maintain full control because of scalded legs, the

Records at the Palace

car left the road, Shale jumped out, and marshals just prevented it from running

backwards on to the course.

Reg Harris—ex-champion cyclist—and J. Sieff had a spirited duel throughout the second part in their D-type Jaguars. In spite of the apparent effortlessness of Bueb's drive, he broke the unlimited sports Bueb's drive, he broke the unlimited sports car lap record at 79.43 m.p.h., and his race average of 76.94 m.p.h. was the fastest for any sports car on this circuit.

The 500 c.c. Redex Challenge Trophy race over 10 laps started off in fierce fashion, with a duel between Jim Russell

in Robin Jackson's Cooper-Norton and Trevor Taylor in the Beart-Cooper. Each led in turn until the sixth lap, when Russell retired with clutch trouble. Taylor won easily from Don Parker (Cooper-Norton) and Ian Raby (Flash Special). Russell broke the formula 3 lap record with a speed of 78.32 m.p.h.

For the first time, saloons raced on this circuit. Tommy Sopwith led throughout,

pursued by Sir Gawaine Baillie and D. J. Uren, all in 3.4 Jaguars. G. C. Shep-herd's Austin A.35 went surprisingly fast to finish sixth

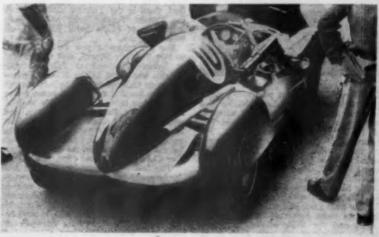
PROVISIONAL RESULTS (1 lap=1.39 miles

Redex Challenge Tratts. 10 laps): 1, Beard 4sec, 75.43 m.p.h.: 2, Flash Special I. R. orton (J. Russell). test lap:

NEW AT RHEIMS



Above: Graham Hill's 1958 formula I Lotus at Rheims. It was learned after the race that in this car the 1,960 c.c. engine was at 61 deg from the vertical—not horizontal, as stated on page 53; in Allison's 1957 car the 2.2-litre unit was upright. Below: Rob Walker's Coopers for the formula 2 race (Moss' car, No. 8, and Trintignant's NG. 10) practised with detachable streamlined fairings





The Sport

By PETER GARNIER



DANGERS AT RHEIMS
CHAMPIONSHIPS
LUIGI MUSSO
LISTER SUCCESSES

BEFORE ANOTHER meeting is held at Rheims, something should be done about certain parts of the circuit—notably where Musso's accident occurred last Sunday, and where Mackay Fraser and Annie Bousquet came to grief in previous years. When people are pressing on round this very fast circuit, they are bound to make mistakes—and there must be room for them to recover. On slow corners it doesn't matter much, but on fast sweeping bends where the cars are pretty well flat out, the worst possible arrangement is a ditch at the side of the road; yet that is what one finds on this particular stretch at Rheims.

There should be at least ten yards of level grass at either side of the road, without kerb or ditch, on which a car can be brought to rest. At Spa, which is a very fast circuit, resilient steel safety fences—similar to those on the outside of some main-road-bends, notably on the Continent—have been put up in order to prevent cars disappearing down ditches and into forests. Rheims must now do the same if there is not to be a regular occurrence each year of these regrettable accidents. Though Britain's airfield circuits have often been criticized, they do provide the necessary margin on which a driver can recover—provided, of course, that the ground is not too soft.

DEEPLY MOVED by the death of Luigi Musso at Rheims, Fangio, it is said, has decided to race no more. At the time of Musso's accident, when he was lying second, Moss and Fangio were close together, lying fourth and fifth, just behind him.

AT RHEIMS last weekend Trintignant's luck was running very low. During practice for the formula 2 race, the Cooper caught fire, and, though he escaped serious burns, the bare part of his neck, between overalls and helmet, was burned and had to be bandaged. Next came the formula 1 practice, when the B.R.M. broke down out on the circuit and Harry Schell gave Trintignant a lift back on the tail of his B.R.M. Then, during the formula 2 race, the Cooper, which had been repaired, came to a halt somewhere near Thillois, Trintignant pushing the car back to the pits—and, finally, in the Grand Prix itself, the B.R.M. again packed up, and Trintignant had to walk back from Thillois corner.

It was heartbreaking to see Peter Collins pushing his Ferrari in after his fine drive, having run out of fuel. Of the four formula I Ferraris at Rheims, his was the only one without an auxiliary fuel tank inside the cockpit.

In considerably lighter vein, Harry

Schell's little Vespa (car, not scooter) was lifted bodily by 20 or so drivers from the street into the Lion d'Or Hotel one evening before the race. From the entrance hall it was carried shoulder-high up the stairs to an upstairs lounge where, suitably adorned with notices reading "A vendre," it spent the night. The next day it was carried down again and, further to entertain the American driver, every movable object (except the carpets) was taken out of his bedroom. Powerful poltergeists, they have in France.

POSITIONS IN The Autocar Formula 2 Championship, following the Prix de Paris race on 15 June, were as follows: 1, C. A. S. Brooks, 17 points; 2, S. Lewis-Evans, 15; 3, I. Burgess, 9; 4, G. Hill, 8; 5, H. Taylor, 7; 6 (equal), C. Allison and B. McLaren, 5; 8, T. Bridger, 4½; 9, J. Brabham, 3; 10, D. Taylor, 2; 11 (equal), I. Bueb, J. Russell, 1; 13, G. Wicken, 4

Last Sunday's formula 2 race at Rheims also counted towards the Championship, the present markings now being these: 1, C. A. S. Brooks, 17 points; 2, S. Lewis-Evans, 15; 3, I. Burgess, 12; 4, (equal), G. Hill and H. Taylor, 9; 6, B. McLaren, 6; 7 (equal), T. Bridger and G. Wicken, 5½; 9, C. Allison, 5; 10, J. Brabham, 3; 11 (equal), S. Moss and D. Taylor, 2; 13,

LUIGI MUSSO



LAST OF THE great post-war generation of Italian drivers, Luigi Musso diea as a result of injuries sustained when he crashed in his Ferrari in the Grand Prix de l'A.C.F. at Rheims last Sunday. The youngest of three brothers, well known in their native Italy for their sporting activities, his initiation to motor sport came in 1950, when he entered the Tour of Sicily with a 750 c.c. Giannini; the Mille Miglia followed, and then the Tour of Calabria, in which he won his class. In the next year, still with the Giannini, he once more competed in the Tour of Sicily and the Mille Miglia, retiring in both. Tiring of the car's lack of re-

liability, he acquired a Stanguellini for several 1952 events, but it was not until the following year that he began to find his four.

Maserati, who were in search of newcomers, selected from a long list of applicants Mantovani, Giletti and the as yet
embryo driver, Luigi Musso. With the
new 2-litre A6GCS sports car he became
Italian 2-litre Champion, winning his class
in the Tourist Trophy and the Buenos
Aires 1,000km race. Soon Maserati gave
him a trial in a Grand Prix car; from then
onwards he quickly climbed to fame. In
1955 he was second in the Bordeaux, Syracuse and Naples G.P.s, third in the Dutch
G.P., fifth in the British G.P., second at
Bari, third in the Tour of Sicily, fifth in
the Tourist Trophy (with Musy), sixth
in the Targa Florio (with Villoresi)—all
with Maseratis.

For the following year he was invited to join Scuderia Ferrari, and was second at Syracuse, second at Sebring (with Schell), and third in the Mille Miglia—before an accident at the Nurburgring put him into-hospital and out of motor racing for the time being. He was able to drive at Monza in September, however, and was in the lead when his steering wheel came adrift. This put him out of the running for the Italian Championship, but he did manage to win the Italian Sports Car Championship that year.

Car Championship that year.

The following year—1957—began well for him; driving with Masten Gregory, he won the Buenos Aires 1,000km race in one of Temple Buell's Ferraris. However, illness again put him temporarily out, his place in the Ferrari Mille Miglia team being taken by the late Marquis de Portago. Perhaps his best performance

last season was in the new, small formula 2 Ferrari, when he finished second in the Naples G.P. against full formula 1 opposition; he was also second in the British G.P. and won the Rheims G.P. Again in sports cars, co-driving with Mike Hawthorn, he won the Venezuelan G.P.—newly incorporated in the Sports Car Championship; as a result of this win, Ferrari won the Championship.

This year, as Italian Champion and the last of Italy's great drivers, many felt that he was perhaps taking his responsibilities

This year, as Italian Champion and the last of Italy's great drivers, many felt that he was perhaps taking his responsibilities over-seriously; certain it is that he was going faster than ever before. Again driving for Ferrari, he was second in the Argentine and Monaco Grands Prix; at Spa, only a month ago, he was involved in a high-speed accident but escaped without serious injury. A fortnight later he was driving again, at Monza in the 500-mile race, and bringing the crowds to their feet with his wonderful performance in the 4-2-litre Ferrari which for many laps held the specialised American cars at bay. Perhaps in this race more than in any other was his great courage evident.

Then came Rheims, when again he was going tremendously fast, holding second place behind Mike Hawthorn's leading Ferrari; since Castellotti's death his had been the task of upholding Italy's prestige and he had done it splendidly—and not only in this race. He was also lying third in the drivers' Championship, five points behind Moss and two behind Hawthorn. His familiar figure, red shirt and yellow helmet will be sadly missed around the circuits for a long time to come; but his loss to the Italian industry will be even greater—the one Italian driver who could get the best out of his country's fine cars.

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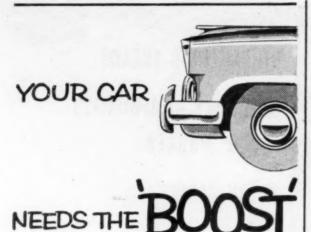
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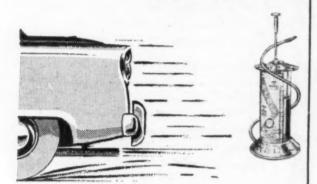
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A /1/58

THE SPORT...

I. Bueb, J. Russell, A. E. Marsh, L. Leston and R. Gibson, 1.

Next counting events will be the formula 2 race at Caen on 20 July, and the one at Clermont-Ferrand on the following week-end, 27 July. According to the regulations, there will be a formula 2 race regulations, there will be a formula 2 race run with the German G.P. at the Nurburgring on 3 August, which will also count; the next British event to qualify will be the formula 2 race at the B.R.S.C.C. Brands Hatch meeting on August Bank Holiday, 4 August.

AND IN THE wider sphere of the World Championship, also influenced by the results of the Rheims meeting, the present placings are as follows: 1 (equal), J. M. Hawthorn and S. Moss, 23 points; 3, H. Schell, 11; 4 (equal), C. A. S. Brooks and M. Trintignant, 8; 6, J. M. Fangio, 7; 7 (equal), J. Behra and P. Collins, 6; 9, C. Allison, 5; 10 (equal), J. Brabham, S. Lewis-Evans and W. von Trips, 4; 13, R. Salvadori, 3; 14, O. Gendebien, 1. There are still five qualifying events to be held: British G.P. (19 July), German G.P. (3 August), Portugese G.P. (24 August), Italian G.P. (7 September) and Moroccan G.P. (19 October).

Moroccan G.P. (19 October).

MONZA AND INDIANAPOLIS now over, the 1958 Two Worlds Trophy posi-tions are as follows: 1, Jimmy Bryan, 40 points; 2, Jim Rathmann, 31; 3, Jimmy Reece, 17.

FAR-FLUNG SUCCESSES: While Ivor Bueb was winning the London Trophy race at the Crystal Palace in the Lister-Jaguar last Saturday, setting up a new sports car lap record in the process, the two Briggs Cunningham Lister-Jaguars were scoring similar successes at Lime Rock in America. Eddie Crawford's car finished first, and Walt Hansgen's second, Crawford's car lowering the sports car lap record—previously held by a 4.5-litre Maserati—by 1sec.

COMING SHORTLY

JULY 7-13.—Coupe des Alpes, France.

9.—S.U.N.B.A.C., rally, Bulls Head, Shenstone, 6.45 p.m.

12.—Herts County A. and A.C., Westbrook Hay speed hill climb, 2.45 p.m.

12.—A.M.O.C., St. John Horsfall race meeting, Silverstone, 12 noon.

12.—R.S.A.C. Veteran car rally, Clubbouse, Blythswood Square, Glagow, 9.30 a.m.

12.—B.A.R.C. members' meeting, Goodwood, 2 p.m.

Blythswood Square, Glasgow, 9.30 a.m., 12.—B.A.R.C. members' meeting, Goodwood, 2 p.m.

12.—Maidstone and Mid-Kent M.C., autocross, Mote Park, Maidstone, 2 p.m.

13.—Benley D.C., Concours d'Elégance, Central Park, Dagenham, 3 p.m.

13.—E.M.I. M.C. and C.C., The 169 rally, Charlton, 10 a.m.

13.—Darlington and District M.C., sprint meeting. Catterick Camp, Yorkshire, 2.15 p.m.

19.—British Grand Prix, Silverstone.

19.-20.—Bristol M.C. and L.C.C., Summer rally, Mercury Cafe on A38, 11 p.m.

19.-20.—Thames Estuary A.C., Southead 300 rally, Southend, Ipswitch and London, 7.30 p.m. onwards.

20.—Case Grand Prix, France.

20.—B.A.R.C., driving tests, Ovingdean, near Brighton, 11.30 a.m.

24.—Jersey M.C. and L.C.C., National speed hill climb, Bouley Bay, 2.30 p.m.

27.—Bari Grand Prix, Italy.

AUGUST 3.—German Grand Prix, Nurburgring.

CLUB NEWS

North London E.C.C .- The results of the Allcomers rally held on Saturday, 5 July,

Allcomers rally held will satisfy held were as follows:—
Experts: 1, Jaguar XK120 (W. J. Battin and A. Mitchener), 200 marks lost; 2 Morgan Plus 4 (F. A. Freeman and R. J. Randall), 290. Newisces: 1, Jaguar 2.4 (L. E. Geary and P. Hoban), 720; 2. Pord Consul (R. Wells and F. Wells), 730, units of

Ford Consul (R. Wells and F. Wells), 730.

Jersey M.C. and L.C.—The results of the sand race meeting held at St. Ouens Bay on 3 July, were as follows:

Under 2.000 4.8 series reset 1, Jaguar Spl. (J. Casey); 2, V.M. (B. J. Moody). Over 2.000 4.00 serately reset 1, Cadlilac Allard (A. Owen); 2, A.V.S. (J. D. Poingdestre); 5, Mercury Spl. (F. Oatehouse); 4, M.G. Spl. (R. Alluto). Fen laps handless unlimited; 1, Moody, Skinner Spl. (A. Day); 4, Cadlilac Allard (A. Owen); 5, Cooper-JA.P. (R. Martini); 6, Austin (J. P. Langlois). Yen laps sorately race: 1, Cadlilac Allard (A. Owen); 5, Cooper-JA.P. (R. Martini); 7 on laps handless; 3, Cooper-JA.P. (R. Martini); 7 on laps handless; 3, Cooper-JA.P. (R. Martini); 7 on laps handless; 3, Cooper-JA.P. (R. Martini); 7 on laps handless; 1, Jaguar (S. G. Fadines); 2, V.M. (B. J. Moody); 3, Austin (J. P. Langlois).

RACE AND RALLY REGULATIONS RECEIVED West Hants and Dorset C.C.—Graham Cup night trial, 26-27 July, over a route of 150 miles. There will be two classes, open and closed. Entries (fee £1) to H. H. A. Biggs, The Pharmacy, Hedge End, Southampton, by 22 July. Maximum number of entries 40. B.A.R.C.—Sixth members' meeting, 26 July, Aintree circuit. Events for racing, sports and closed cars. Entries (fee £2 2s per event) to H. J. Morgan, B.A.R.C., 55, Parm Lane,

London, W.I., by 15 July.

Liverpool M.C.—August driving tests, 3 August, at the Dunlop Rubber Co., Ltd., Speke, near Liverpool. Cars will be divided into six classes and three groups. Entries (fee £1 10s, team fee 15s) to Harold Gadd, 37, Hollytree Road, Woolton, Liverpool, by IS July. Maximum number of entries 75.

Herts County A. and A.C.—Second Brands Hatch speed trials, 27 July, starting at 2 p.m. There will be classes for saloon and sports cars. Entries (limited to 75), to Miss I. Sweet, 75, Alexandra Road, Hemel Hempstead, Hertfordshire, by 22 July. Entry fee £1 15s (£1 10s for promoting club).

p.m. There will be classes for saloon and sports cars. Entries (limited to 75), to Miss I. Sweet, 75, Alexandra Road, Hemel Hempstead, Hertfordshire, by 22 July. Entry fee £1 15s (£1 10s for promoting club).

Mid-Cheshire M.C.—Restricted race meeting, 26 July, Oulton Park. There will be a high speed trial and races for sports, racing and saloon cars. Invited clubs: B.R.S.C.C., Lancashire and Cheshire C.C., Wirral 100 M.C., Chester M.C., S.U.N.B.A.C., Hagley and District L.C.C., M.M.E.C., London M.C. and Cavendish C.C. Entries (fee £2 first race, £1 10s subsequent races), to J. H. S. Williams, 154, Park Road, Timperley, Cheshire, by 14 July.

750 M.C.—National Six Hour Handicap Relay Race for sports cars, 16 August, Silverstone circuit. Entries to Holland Birkett, 228, Fleet Road, Hampshire, by August 4. Maximum number of teams 35. Entry fee £3 10s per car. Regulations obtainable from Gordon Connelly, 98, St. Martin's Lane, W.C.2.

Falcon M.C.—Inter Club Autocross, 20 July, near Walkern, Stevenage, Hertfordshire. Invited clubs: 750 M.C., Bedfordshire A.E., East Anglian M.C., Harrow C.C., Cambridge 50 C.C., Harlow and District A.C., Sporting Owner Drivers. Entries, limited to first 60, to secretary of meeting by 16 July; entry fee £1 5s. Further details from R. Warren, "Jesmondene," Sish Lane, Stevenage,

250 M.R.C.—Race meeting, 3 August, at Snetterton circuit. Classes for racing, sports, saloon and Berkeley sports cars. Invited clubs: Club Lotus, Snetterton M.R.C., Thames Estuary A.C., West Essex C.C., North London E.C.C., B.A.R.C., M.G., C.C., Bugatti O.C., Nottingham S.C.C., East Anglia C.C. Regulations from L. F. French, 30, Monks Avenue, New Barnet, Hertfordshire.

Sussex C. and M.C.C.—Eleven-aeven rally, 26-27 July, over a route of 160 miles divided into four sections. Entries to L. Smith, 26, Upton Avenue, Southwick, Sussex, by 22 July. Entry fee 5s 6d.

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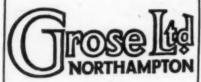
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Trade and



Industry

Prices of anti-freeze made by the National Benzole Co., Ltd., have been reduced to £2 12s 0d a gallon.

Mr. Eric Loram has been appointed general sales manager of Small and Parkes, Ltd., Hendham Vale Works, Manchester, 9, the manufacturers of Don brake linings.

New appointments made by Acheson Colloids, Ltd., 18, Pall Mall, London, S.W.1, include Mr. Cheney as sales manager, Mr. G. F. Henderson, assistant sales manager, Mr. T. Wint, sales engineer, and Mr. Edward A. Smith, assistant manager of European operations.

Ford service weeks will be held commencing on the following dates:—7 July, Lamberts of Kingston, Ltd., Kingston-on-Thames. 14 July, Thomas D. Mac-Farlane, Ltd., Coleraine, N. Ireland. 28 July, Bailie and Gawn, Ltd., Larne, N. Ireland.

In the series "Improving the Performance of Popular Cars," among the conversions for the Renault Dauphine described in the issue of 27 June, the address of Downton Engineering Works, Ltd., was omitted. It is: Headlands, Downton, Wilts.

The Service Department of Mercedes-Benz (Great Britain), Ltd., has moved to the company's headquarters at Brentford, on the Great West Road, a mile from Chiswick roundabout (tel: Ealing 3070). The whole of the company's administration, accounts, sales and wholesale sales and servicing will now be operated from this address. Retail sales will continue to be handled through the company's West End showroom at 10, Albemarle Street, London, W.1 (tel: Hyde Park 3351).

Mr. J. A. Sutton, who has been with the Stour Valley Motor Co., Ltd., for 23 years, and a director for 19 years, has been appointed general manager.

A new branch office will be opened in Plymouth by the Mobil Oil Co., and will handle the company's lubricating oil business in Devon and Cornwall. Mr. I. M. Forbes has been appointed manager of the branch.

Work will start at once on the site of a new refinery and marine installation of the Esso Petroleum Co., Ltd., near Milford Haven. Initially it is planned to process 4½ million tons of crude oil per year, and the principal products will be petrols and jet, diesel and marine and industrial fuels.

Self-locking screw thread inserts, an American invention, are now being produced under licence in this country by the Precision Screw and Manufacturing Co., Ltd., Willenhall, Staffordshire. They are intended for use in wood, plastics, castings and moulded parts, and are available in aluminium, brass, steel and stainless steel in a wide range of sizes and types.

A number of appointments in the sales and service departments of Armstrong Siddeley Motors, Ltd., have been announced as part of the reorganization of their car division. Mr. W. A. Henley, formerly commercial manager, becomes general sales manager, and Mr. T. V. Bramley has been appointed home sales manager. The post of senior home sales manager. The post of senior home sales representative goes to Mr. W. H. Harrison, who has been particularly associated with the torpedo engines built by the ccmpany. Finally, Mr. V. Peters becomes manager of the London service depot at Hendon, where he was previously works manager.

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Estate car	1,72	5 (0 0	2,588 17 0
Custom 4-door Country estate car	1,63 1,72 1,70 1,79	5 6	0 0	2,551 7 0
ARMSTRONG SIE Sapphire 346	I,IO	ET.	0	1.651 7 0
(automatic)	1,19	5 (0	1,793 17 0
Limousine (automatic)	2,09	9 0		3,149 17 0
ASTON MARTIN DB Mk, III			0	3,076 7 0
Drop-head Coupé	2,05	0 0		3,451 7 0
ASTRA Utility	30	8 0	0	471 16 0
AUSTIN A.35 2-door	37	9 0	0	569 17 0
2-door de luxe	38	7 15	0	582 19 6
A.35 4-door 4-door de luxe	394 401	0 0	0	60: 7 0
Countryman A.55 Cambridge	538			667 7 0 808 7 0
A.55 de luxe	570	0	0	856 7 0
A.95 Westminster A.95 de luxe	715	0	0	1,034 17 0
Countryman A.105	834			1,079 17 0 1,252 7 0 1,235 17 0
(automatic)	883	10	0	1,329 14 0 -
Vanden Plas (autometic)	1,045	0	0	1,475 2 0 1,568 17 0
Gipsy (diesel)	650 755	0	0	650 0 0 755 0 0
AUSTIN-HEALEY	445		0	668 17 0
Sprite 100-Six	817		0	1,226 17 0
BENTLEY Series S	3,695	0	0	5,543 17 0
L.W.B.	4,595	0	00	6.890 17 0
Freestone and Webb Hooper	5,187	0	0	7,486 7 0
H. J. Mulliner James Young	5,455		0	7,781 17 0 7,486 7 0 8,183 17 0 7,373 17 0
Continental H. J. Mulliner	5,275		. 0	7,913 17 0
Four door	5,355		0	8,033 17 0
Park Ward BERKELEY	4,995	0	0	7,493 17 0
Two-seater 328 c.c. 492 c.c.	332 381		4	490 18 3 573 19 10
Hardtob	397		7	597 18 11
B.M.W. 501 2.6	1,638	0	0	2,458 7 0
502 2.6	1,792 1,970 2,165	0	0	2,687 7 0 2,956 7 0
502 3.2 502S 3.2	2,165	00	0	3,248 17 0
503 BORGWARD				
isabella Combi estate car	830 880		0	1,321 7 0
Touring sport	950	0	0	1,426 7 0 1,996 7 0
TS coupé BRISTOL				
405 Convertible	2,390	0	0	3,586 7 0 3,767 7 0
BUICK	2,175	0	0	3,263 17 0
63 Century CADILLAC				
6309 Fleetwood 6239D sedan de ville	3,425	0	0	5,130 17 0 4,688 17 0
CHEVROLET Bel-Air	1,410	0	0	2,116 7 0
Sport Convertible	1 440	0	0	2.161 7 0
Nomad estate car	1,555	0	0	2,333 17 0 2,251 7 0
CORVETTE CHRYSLER	1,200	0	0	2,860 7 0
300C	2,740 2,960 2,885	0	0	4,111 7 0
Convertible Imperial	2,885	0	0	4,328 17 0
CITROEN	3,045	0	0	
2 c.v.	396 996	0	0	598 7 0 1,498 7 0
ID19 DS19	1,150	o	0	1,498 7 0 1,726 7 0
DAIMLER One-O-Four	1.595	15	4	2.395 0 0
Majestic DK400A	1,662	8	8 4	2,495 0 0 4,195 0 0

U.	K. Li	st	Pri	ce ·	Wit	h Ta
Daimler (cont.) Hooper limousine	4,31	15	5	d 6	£ 578	17 0
D.B. Rally HBRS DELLOW	1,25				950	0 0
Mark VI Mark VI sports	57				862	17 0
D.K.W. Fixed-head coupé	76	5			938	7 0
Four-door soloon Universal estate car	79	8	0	0 1	148 198 246 276	7 0
1000 fixed-head cou	p 5 85			0 13	276	7 0
Custom Royal EDSEL	2,04	0	0 (3,0	190	7 0
Pacer Corsair	1,63	1	0 0	1 2.9	87	17 0 17 0
FACEL VEGA	2,10	0 11		3,1	54	2 0
(automatic)	3,150	0 0	0 0		726	7 0
FAIRTHORPE Acomota	424 479		0 0		40	7 0
Electron Minor Electron Mk. II FIAT	765		0 0			7 0
500 de luxe 600	370 432		0 0	5	56 49	7 0
Convertible Multipla 4/5	457 532	1 6	0	6	79 99	7 0
Multipla 6	540 578) (0	8	11	7 0
1200 Full Light 1400B	798 774	10	0	1.1	99	2 0
19008 19008 Full Light	980	0	0	1,4	71	7 0
FORD Popular	295	0		4	43 1	7 0
Anglia Anglia de luxe	380 400	0	0	60	01 7	7 0
Prefect de luxe	415	0	0	65	88 1	0 8
Escort Squire	434 463 545	0	0		95 17	
Consul de luxe Convertible	580 660	0	0	87	1 7	7 0
Estate car Zephyr	760 610		0	1,14	11 7	7 0
(automatic) Convertible	725 778	00		1.00	10 17	7 0
Estate car Zodiac	825 675	0	0	1,16	5 17	0
(automatic) Convertible	790 873	0	0	1,18	6 7	0
Estate car FORD (American)	895	0	0			
Thunderbird hardtop FORD (Canadian)		10	0	1,96		
Custom 300 Fairlane 500 Town 500 Town Victoria	1,307 1,377 1,409	000	000	2,06	6 17	0
Ranch Wagon FORD (Germany)	1,362	Ö	0	2,04	4 7	0
12M 15M	702 763	0	0	1,05	4 7	
FRAZER NASH Sebring and G.T.	2,500	0	0	3,76		
T.300	329	0	0	49	4 17	
T.400 TS.300	342 416	600	0	62	5 7	0
TS.400	458 428 471	13	0 4	68 64 70	4 7	
Convertible HILLMAN Minx I Special	498	0	0	74		0
Minx II de luxe Convertible	529 598	0	0	79	4 17	0
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Humber	840	0	0	1,26	7	0
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300 600 JAGUAR	319	0	0	479	17	0
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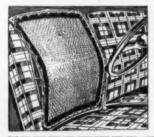
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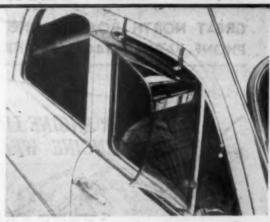
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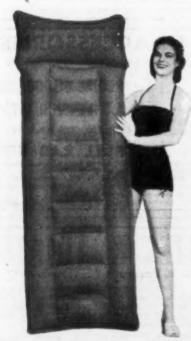
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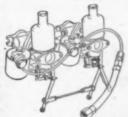
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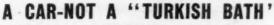
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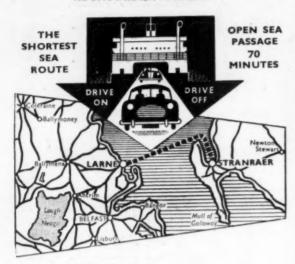


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ACECA, late 1955, blue, specimen, Alfin brakes, etc., low mileage, immaculate; £1,275.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

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1950 (Oct.) 2-litre saloon recently reconditioned 1948 2-litre saloon, engine overhauled last year; S711. (C3045)

1950 A.C. duo-beige saloon (£300 overhaul); £450 or offer.—Write 371, Smith's Library, [1949

1955 Ace, excellent order, many extras; what offers for quick sale? Exchange considered.—1, Links Gate, St. Annes on Sea. Tel. 1750. [2697

1948 (Nov.) Ac. 2-litre saloon, in guaranteed order: £325.—Hillier Motors, Ltd., 144, Dartmarth Rd., Sydenham, S.E.26. For, 9351-2. [C2115]

1954 A.C. Ace red, particularly potent, lovely condition; £850.—G. M. Barratt, 1, Walker [2637]

1949 A.C. 2-litre, first-class mechanical colour duck-egg blue, red leather uph £375.—Spicers Car Sales. Tel. Hitchin 2037.

295 gns.—A.C. 1950 model 2-litre saloon, leather, tee Choice of 2, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

1956 2-litre saloon, black, fawn leather interior, taxed, etc.—Hoo Green Garage, Lid., Warrington Rd. (A50). Knutsford. Week-ends open. Bucklow Hill 2931

2201. A.C. PETITE
1956 350cc A.C. Petite de luxe saloon, taxed, exchanges.—Claude Rye, 985-921, Pulham Rd., S.W.6. Renown 2174, 22464

SALES & WANTS

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ROWLAND SMITH'S, the A.C. buyers; highest cash prices.—Rampstead High St., N.W.3. Ham. 6041.

GATEHOUSE MOTORS pay cash for good cars.—Highgate Village, London, N.S.

OR good used A.C. Saloons and Service and Sucklands ised repairs and spares, contact.—Pletch 52, Beckenham Rd., Beckenham, Kent B 7744.

ALFA-ROMEO

1957 Giulietta Sprint, 11,000 miles, one owner Michelin X tyres, colour Alfa-red; £1,835.

1. Roberts Mews, Lowndes Place, S.W.1. Sloans 4096. [C20*]

CONNAUGHT ENGINEERING offer:-

1900 TI. 1955 model, actual 1954 London Motor Show car, with special TI engine, cost £3,700 new and is a unique Alfa: now offered at £1,750. CONNAUCHT ENGINEERING, Portsmouth Rd., Surrey. Ripley 31£22.

1957 Alfa-Romeo Giulietta sprint coupe, nominal mileage, one owner. Alfa red, perfect bar-COUNTY CARS, Ltd., 30, Oldham Rd., New Cross.
Manchester, 4, Central 9257. [3935]

Manchester, 9.

MAIN agents, George Boyle (Sports Cars), Ltd...
Wheatsheaf Garage, Mollington, Chester; demonstrations, sales service.—Tel. Great Mollington 355-4-5, [Cul72]

1956 (June) Giulietta Sprint, radio, low mileage, beautiful condition throughout; £1.725.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

A LFA-ROMEO Super 1900 4-door saloon, black with grey upholstery, loose covers, Michelin X tyres, first registered Aug. 1936, small mileage, perfect con-dition; £1,575.—Dorking Motor Co., Ltd., 2256 Dorking (C1068

J. H. BARTLETT.—1987 series Ciulietta Sprder 2-seater, superb condition, £1.975; and £395; Alfa-Romes 1750 supercharged drop coupe, specimen example, £550.—27, Pembridge W.11. Bay. 0523.

W.II. Bay. 0525.

EUROPEAN CARS. Ltd., offer a most unique Alfa-Romeo 1900 super saloon, finished in star grey with grey trim; this car has genuinely done only 14,000 miles in the hands of one most careful owner, is ditted with many extras including radio, cost almost £2,000 new, is in condition virtually indistinguishable from new.—129. Old Brompton Rd., S.W.7. Pre. 7711.

J. H. BARTLETT require Alfa-Romeo Giulietta.—27, Pembridge Villas, W.II. [W1015]

Alfa-Remee Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd.,
spares and service for all Alfa-Romee cars.—Portamouth Rd., Cobham 2856-9, [0214]R

1950 Allard saloon.

MONTROE MOTORS (N. H. BOSWELL), 91-95.
Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2.

PERFORMANCE CARS unique selection (125 cars) see our full page next week.

1945 Allard K series sports 2-seater, taxed and insured; #285,-601-609, Kings Rd., S.W.5. Renown 4492/6647.

1950 Allard sports coupe, guaranteed; £235, pay. W.14. Wes. 6631.

325 ma.—Allard September 1952 M2X coupe, coll-spring i.f.s., excellent written guarantee, terms, exchanges, list, weekdays and Saturdays.—Rowland Smith, H (Hampstead Tube) Hampstead 6041.

AND SERVICE USED CARS FOR SALE AND WANTED-SPARES

1948 Allard, 4-seater tourer, immaculate condi-tion, fitted radio and extras; £265.—Fuller's of Coombe, Kingston By-pass, S.W.20. Malden 5666-7. [C2115]

RICHARDS & CARR. Ltd., still the best Allard buyers.-55, Kinnerton St., S.W.1. Belgravia (W3045

A DLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—3, Keswick Rd., S.W.15. Vandyke 135.

ALVIS

BROOKLANDS OF BOND STREET.

OLE London distributors.

FOR particulars of the new Alvis 3-litre by Park Ward.

103. New Bond St., London, W.1. Mayfair 8351.
[C1029

GATEHOUSE offer:-

1951-52 conversion 3-litre Alvis saloon, black and PHOICE of 4 TA14 saloons from £450.

1948 Alvis drop head coupe, black; £450.

1934 Speed 20, in excellent condition: £175.—
Gatehouse Motors, Ltd., Highgate Village (C2021)

FRIC HAYES, Ltd., offer:-

1953 (September) Alvis 5-litre saloon, finished in roof, heater, radio, Ace Rimbellishers, radiator blind, 1950 in the saloon with modified induced in the saloon with modified induced in the saloon with modified induced in the saloon with saloon with modified induced in the saloon with saloon with modified induced in the saloon with saloon

CHIPSTEAD MOTORS, Ltd., offer:-

REY Lady TC 21/100 1955 model, immaculate one owner car, finished in metallic silver with reducather chrome rims, heater, passlamps, etc., specimen, available shortly; also one other specimen one-owner car, in dual colours.—142, Holland Park Ave., [C1046]

PERFORMANCE CARS unique selection (125 cars) see our full page next week. (C3041

1949 Alvis 14 drop head coupe, Vynide hood. Crawley 2475 week-ends to view. (2540)

1953 series Alvis TA21, one owner, specimen condition, genuine low mileage, unrepeatable; £595.—Kingston 1858.

£415 !!!-Alvis 14 1948 saloon, a remarkably sound car, over £200 spent recently, mostly with makers.—Jennings, Richmond 3368. [C3103]

1927 12/50 Duck's Back, fitted rev. counter, new ment, 5 good tyres; a really sound vintage car; £130,-Up to 7 p.m., Hyd. 5720.

1939 12-70 saloon (14hp), specimen example, two womers from new: £255; terms.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.5. Swiss [2574]

Cottage 2020.

1951 and green, radio, heater, etc., 2 owners from new; £475.—Pairgreen Motors, Ltd., 34-37, Upper Green Reath, Mitcham. Tel. Mit. 5835 and 8153.

365 sns.—Alvis 14, September, 1947 aaioon, sliding head, leather, radio, heater, screen washers, excellent condition. Writter guarantee, terras, excellent condition. Writter guarantee, terras, Rowland Smith, Hampstead (Hampstead Tube) Hampstead (941) Smith, Hampstead (Hampstead Tube) Hampstead (641)

1952 (August) Alvis 3-litre de luxe saloon, finished red hide interior, fitted radio, air conditioning equipment, chrome pass lamp, screen washers, full tool kit and instruction books, a most immacuiate one owner, low mileage specimen car which has a upper per cormance with alsoluce silence, any trial with pleasure;

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457.

ALVIS saloon or coupe wanted.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059]

GREY Lady, low mileage, TC21/100.—Chipstead Motors, Ltd., 142. Holland Park Ave., W.11. Park W1046. GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview (W2021

ROWLAND SMITH'S. the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham.

CERVICE and spares for Alvis cars.

J. JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R]

MANCHESTER.—Alvis repairers and spares; main agents.—A. Freeman Ltd., Grosvenor Garage. Burnage Lane, Manchester, 3. Rus. 2874-5. [0653/R

AMERICAN CARS

AMERICAN CARS

RAMBLER de luxe, Farina saloon, body '55 model
(first regd. April, '56), r.h.d., overdrive, etc., a
beautiful and comfortable car.—See under "Hudson."
[2562

AMERICAN CARS

BROOKLANDS OF BOND STREET

ONDON West End authorised dealer N stock for immediate delivery.

NEW Thunderbird sports convertible. Fordomatic NEW Fairlane 500 Town Victoria.

NEW Thunderbird Tudor hard top.

103. New Bond St., London, W.I. Mayfair 8351.

DESBOROUGH PARK AUTOS offer:-

1954 Studebaker Champion Farina saloon, many extras; £625.
1951 Nash Ambassador saloon; £350.

1950 Buick Super Riviera; £550.—Oxford 78361.

SILVERTHORNE MOTORS, Ltd., offer:-

SILVERTHOUSE METERS 1.500
1958 Buick Century Riviera coupe, blue, 1.500
miles only, as brand new, list price £3.263;
accept £2,675.—11. Fitzroy Square, W.1. Euston 7811.
[C4011

TOE THOMPSON (MOTORS), Ltd., offer:-

1957 Ford Fairlane, colour blue and white, under 1955 Hudson Hornet, r.h.d.; £950.

1958 Edsel Consair 4-door pillarless saloon, one owner, 8,000 miles.
1956 Ford Fairlane, 20,000 miles, radio, heater; 1,1550, ATE model Pontiac, registered 1958, 400 miles only;

1955 Chevrolet station wagon; £1,250.

1952-3 Plymouth station wagon; £575. 01-95, Fulham Rd., South Kensington, S.W.3.

KENSINGTON 4858-9.

SIMPSON'S MOTORS (WEMBLEY), Ltd.

TIRST in American cars; £300-£6.000.

JEW and used-early and immediate delivery. 1958 new unregistered Chrysler Crown Imperial, Southampton convertible, all power equip-

ment.

1958 coups, all power equipment.

1958 coups, all power equipment.

1958 coups, all power equipment.

1958 automatic, power brakes, all extras.

1958 automatic, power brakes, all extras.

1958 automatic, r. & h., all extras.

1958 evertible, r. & h., power brakes, steering, seats, whiches and control of the property of the power brakes, steering, seats, windows, and control of the power brakes, all extras.

1958 automatic, power brakes, all extras.

1956 brakes, steering, seats, windows, r. & h., choice 2.

choice 2

prakes, steering, seats, windows, r. & h.,

1956

Ford Mainline 4-door saloon, Ford-o-matic
drive, r. & h., colour green.

1955

pr.h.d. Ford Customline, automatic, r. & h.,

black and white; choice 2.

1954

Buick special convertible, dynaflow, radio
and heater, all extras.

1953

Dodge 6-cylinder Meadowbrook, 2-door, with
overdrive, heater, seat covers, all extras.

1951

Puick Supper extrasow, Riviera hard top.

1968

Puick Chevrolet 4-door saloon, all extras.

1948

P.h.d. Packard Clinary 2-door, beatterney.

1947 r.h.d. Packard Clipper 2-door, heater; all ENGLISH, American and continental cars taken in part exchange, terms, insurance and tax facilities, 345-355, High Rd., Wembley, Middx. Wem. 3903, [C4015

INCOLN STREET MOTORS (B'HAM). Ltd., sole agents for the Midland area for U.S.A. and Canadian Fords, also for immediate delivery.

1958 Ford Fairlane, right-hand drive, choice of colours; list price.

1958 Ford Thunderbird; list price.

1958 Ford Skyliner, retractable hard top; list price.

958 Mercury; list price.

1958 (May) Ford Fairlane 500 Sedan, the very 1958 latest cruisamatic Transmatic, guaranteed 1,200 miles only; offered at a tremendous saving from

1,200 miles only; offered at a tremendous saving from list price.

1956 prof Pairline, right-hand drive, automatic ransmission, radio, heater etc., genuine 17,000 miles only, the finest example we have ever seen; £1,395.

1955 Lincoln Capri, power steering, power brakes, automatic transmission, power seats and power windows, in outstanding condition; £1,495.

1955 Price of the pr

15 year; £745.

Studebaker Champion, right-hand drive, far above average condition.

THE above and many more to choose from; terms and exchanges a speciality; demonstrations arranged anywhere; open 9-8. Sundays 10-4, at:—

L. Lincoln Strater MOTORS (B'HAM), Ltd., 1a. Lincolp \$751-2-5.

SCOTT CARS offer:-

NEW unregistered 1958 Ford Fairlane 500, right hand drive. Fordomatic transmission, radio, heater list price; part exchange welcomed.

SEE our advertisement under Buick, Cadillac, Chevrolet, Lincoln, American Ford, Oldsmobile, Flymouth, Pontiac, Studebaker.

SCOTT CARS, 544-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

WILLIAM GORDON CARS OF COVENTRY offer:-1956 American Ford Customline 4-door sedan, nominal mleage only, finished two-tone blue and ivory with blue interior, equipped with radio, heater, automatic transmission, hand controlled search-light, expensive extra horn equipment; terms and exchanges with pleasure.—Sovereign Road Garage, Earlisdon, Coventry Tel. 62813/68349.

LEX GARAGES, Ltd., and British & Colonial Motors, Ltd., combine to offer the finest selection of new and used American cars in the United

JEX GARAGES, Ltd., and British & Colonial selection of motors, Ltd., combine to offer the finest selection of new and used American cars in the United Total Colonial Selection of new and used American cars in the United Total Colonial Selection of the Selection of the Colonial Colonial Selection of the Colonial Colon

1958 (Oct. '57) Ford Pairlane 500 automatic, of blue, with blue upholstery, fitted ratheater, plastic seat covers, etc., 16,000 miles in alnew condition—Francis Motors, 393, Humberstone Leicester. Tel. 66304. [C.

Bulck Special 4-door Riviera, automatic black top, grey and white, blue and white interior, 23,000 miles, one careful owner, l.h.d., transparent seat covers, in perfect condition, looks like new, a genulus offer; £1.195,—Riley, Hazeigrove, Woodlands, Gerrards Cross, Bucks. Gerrards Cross 4555, [2275]

LEX --Sole distributors in the U.K. for Oldsmobile trequire good used American cars of all makes. GARAGES, Ltd., 2, Lexington St., Piccadilly, W.I. Gerrard 8600

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—77. & Martin's Lane, W.C.2 Temple Bar 3588.

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES.

A RMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley sales and service.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

Armstrong 256. ivory/eau-de-nil. overdrive, heater, windscreen washers, manumatic.

LEX. The Dome. Great West Rd., Brentford.

[2595]

H. C. PAUL, Ltd.

1954 Armstrong Siddeley Sapphire, velvet green, beige interior, preselectric, radio, 40,000 miles, excellent condition; £615.—52 Bruton Place. Berkeley Sq., W.I. Mayfair 0821-2. SCOTT CARS offer:-

1954 Armstrong Sapphire, pre-selectric, radio, heater, outstanding condition; £595, 1950 Armstrong Hurricane drop head, preselector, radio, heater, excellent condition; £252, 1948 Armstrong Hurricane drop head, excellent condition; £275, 275 COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.S. Hampstead 8676/7779. [C4016]

WEYBRIDGE AUTOMOBILES oner;—

1956 Armstrong Siddeley Sapphire saloon, dual sion, fitted radio, one owner, 20,000 miles, superb condition throughout, £1,095.

WEYBRIDGE AUTOMOBILES Ltd., 30, Queens Rd., WEYBRIDGE AUTOMOBILES Ltd., 30, Queens Rd., Weybridge, Surrey Weybridge 2235 extn. 19. (C4094).

Weybridge, Surrey Weybridge 2235 extn. 20, C4094.

1954 Sapphire saloon, excellent condition; S.W.7. Kensington 2477.

COOMBS & SONS (GUILDFORD), Ltd., o

COMBS & SONS (GUILDPORD), Ltd., one...

A RMSTRONG SIDDELEY Sapphire 1956, fitted with full automatic transmission, power steering, radio and other extras, superbly finished in 2-tone green with beige hide upholstery, moderate mileage only, unblemished coachwork; £995.

COMBS & SONS (GUILDPORD), Ltd., Portsmouth COMBS & SONS (GUILDPORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62507; [C1057]

1954 Armstrong Siddeley, grey/blus, radio, etc., MONTROE MOTORS (N. H. BOSWELL), 91-95, hurst 1171-2. (C3068

CHARLES FOLLETT, Ltd., officially appointed Armstrong Siddeley retailers.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266. SERVICE. Works and Stores: Barnsdale Yard, off Eigin Ave., W.9. Cunningham 5936 (C2010

1953 Armstrong Sapphire saloon, synchromesh, green and grey with green interior; £648.

1954 Armstrong Sapphire saloon, preselector, one owner, black with red interior; £695.

1955 Armstrong Sapphire saloon, synchromesh, interior; £76,0 where, black and silver grey with red interior; £76,0 where, black and silver grey with red interior; £1,095.

1956 Armstrong Sapphire saloon, automatic, power-operated steering, one owner, green with green interior; £1,095.

1988 & JOYCE, 184, Great Portland St., W.I., [C3039]

£595 —Armstrong Siddeley Sapphire, preselectric, in grey, 2 new tyres, a very nice example.

CHEQUERS SPEED SHOP, Portsmouth Rd., Cambelley, Surrey, Tel. 1063.

1954 Armstrong Siddeley saloon, preselect, dual Tel 41141 grey, radio; £575.—Brook Garage, Chatham.

1955 Armstrong Sapphire, fully automatic, power examination; £895.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W. 6, Tel. Riverside 6677-8.

[C2034

1955 Sapphire 346, 22,000 miles, one owner, £750.—Cambell Symonds. Wembley 6262.

1957 (April) Sapphire 236, overdrive, synchro, maculate, green, one owner; £875.—Hol & Hollinshead, Ltd., Alsager, Stoke-on-Trent,

1955 model (November, 1954) Sapphire, pre-condition; £675.—Dobsons, Ltd., Staines 801. (C1074

1954 Armstrong Sapphire, in excellent all-round in the condition, heater, radio, screenwashers, for lamps, good tyres; offered at bargain price £56.

1. URQUHART & SON, Ltd., Alton, Hants. Tel. 2838, 2436.

ARMSTRONG SIDDELRY, new 4-cyl., 5-scater sports saloon, overdrive wire wheels, Karobes, makers claim 100 m.p.h. 50 m.p.c., private sale, Telephocoventry 7462 evenings. [2623

1954 Arms'rong Sapphire, black/red, radio, moderat: mileage, excellent condition; £595.

—Saul & Statter, Ltd., 44 Aldermans Hill, Palmers, Green, N.13. Fox Lane 1066.

1954 Armstrong Siddeley Sapphire with preselectric morner only immaculate: £545 - Central Basingstoke Molors, Brook St., Basingstoke. Tel. 2468.

JACK ROSE, Ltd., offer: 1956 (August) 236 Sapphire, in green, 10,000 miles only with one owner: accept £875.—Stafford Rd., Wallington, Surrey, Wallington (C3056

1957 Armstrong Siddeley 236, Manumatic, fitted only; at £975.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Potter St. 121.

1953-4 Armstrong Sapphire. black/maroon, out: £630.—Fuller's of Coombe, Kingston By-pass, S.W. 20. Maiden 3666-7.

1956 Armstrong Siddeley 234, ivory and black. with red interior, fitted overdrive, 20,000 miles.—Francis Motors, 393, Humberstone Rd., Leices., Tel. 66304.

234 galoon, 1956, Langham grey, 15.000 miles in excellent order, green interior, absolummarked; £875.—Hoo Green Garage, Warrington (ASO), Knutsford. Week-ends open. Bucklow s and dutely n Rd. Hill [2394

A Z MOTORS, bargain offers.—1953 Sapphire, Pre-sacrince; 2575; Also 1946 Lancaster saloon, exceedingly well-cared for car; £265!—Palmerston Rd., N.W.6. Mai. 4725.

1955 Armstrong Siddeley Sapphire automatic, two maculate condition throughout, radio and heater, 2745; terms, etc.—Phillips Moters 77, Chalk Farm Rd., N.W.I. Primrose 6566.

1955 Armstrong Sapphire, two tone grey, one ordered owner, directors motor car, 15,000 miles, synchromeen cars, power steering, side control, a magnificate example, virtually in showroom condition; 275 — Eagle Motors, Ltd. 1, Crown Point, Norwood, S.E. 19. Gipsy Hill 6079 and 6313.

1955 (Sept.) Sapphire 346 automatic saloon with calcustable for reading power steering.

adjustable for reading power-operated windows, reading later Acc. Rimbellishers, low mileage, one owner; seekings coverer Pelmers Motors, 3. Russell Gardens Mews. Kensington, W.14. Park 9704.

ARMSTRONG SIDDELEY
1957 May Armstrong Siddeley Sapphire 236, Langcovers and extra mats, total mileage 7,900, immacilate car in every way, one owner.—Newbury Motors
(CS146

1954 Armstrong Siddeley Sapphire in green with a synchromesh gears, one local owner only since new, this is a very genuine motor car which has definitely done only a moderate mileage the very careful way, recommended and guaranteed at £545.

HILLWOOD MOTORS. 559.571, Wattord Way, Mill Hill, London, N.W.T. rel. Mill Hill 4252. Show-rooms open until 8 p.m. rel. Mill Hill 4252. Show-rooms open until 8 p.m.

rooms open until 8 p.m. [Calob 1955] (M) Armstrong Sapphire automatic, H.M.V. radio, various other extras, this car is in absolute mint condition, is the late property of a company managing director, and has been chauffeur driven from new, guaranteed mileage 50,000, new set of tyres just fitted; £795.

A TLANTIC GARAGES, Ltd., 157, Hoylake Rd., Moreton, Cheshire, Tel. Arrowebrook 22150. [T9047]

1951 Armstrong Siddeley Whitley 18hp 4-door new, a privately chaudeured car, properly maintained and serviced every 1,000 miles by Armstrong Siddeley agents, all bills and service charts available, radio with rear speaker, heater, 1000e seat covers and preselector gears, a very genuine and beautiful speciment; £295. 1992 and the service charts available, radio with rear speaker, heater, 1000e seat covers and preselector gears, a very genuine and beautiful speciment; £295. 1992 and 199

covers. Town and Country tyres, carefully used speciment; 22%;
CHOICE of three other Typhoons, 1948-9, a 194
Lancaster and an earlier Hurricane coupe; 40
other cars available; write for fully descriptive price Catelogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035]

675 Bus.—Armstrong Siddeley 1955 model Sapphire of 346 de luxe saloon, grey, red leather, synchromesh, heater, screen washers, one owner, excellent condition. Written guarantee, choice of 2. terms, exchanges, list, open 9-7 weekdays and Saturdays—abwland Smith, Hampstead (Hampstead Tube) Hampstead Office (C4018)

IMOUSINE. 1957 aeries, l.w.b. preselectric Sapphire Limousine, cloth rear, widest forward occasionals, heater, radio, one private owner, black, 15,900 miles only, as new; £1,895.

JACK ALPE LIMOUSINES, 50, Marylebone High St., Uk.l. Welbeck 1124.

Armstreng Siddeley Cars Wanted

A LPE & SAUNDERS, Ltd., require Sapphire 346 or
18hp Limousines in above average condition.

A & S Ltd., Providence Court, North Audley Street
(Near Selfridges). MayLair 2941, [W1006

R OWLAND SMITH'S, the Armstrong Siddeley buyer highest cash prices.—Hampstead High St., N.W. Ham. 6041.

Armstrong Siddeley Spares and Service
KENSINGTON 7301, 7321.

RMSTRONG SIDDELEY specialists; every kind of overhaul or repair, 48-hour exchange engine, gear box supply. fitting or reconditioning own units, etc., all models, ranges pre-postwar, work guaranteed; trade, retail.—Arrot Engineering, Ltd., 169, Fulham Rd., Cheliaes, 8-W.3.

FULL repair and overhaul service for Armstrong cars.

A.I. Garage (incorporating Harman Engineering).

Child's Place, Earls Court Rd., S.W.5. Fr., 8181.

[0096/R]

ASTON MARTIN

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. and E. England.

1955 3-litre saloons. 1955 3-litre drop head coupe. 1956 3-litre saloons

NEW Mark III saloon and drop head coupe for early delivery.

103. New Bond St., London, W.1. Mayfair 8351.
(C1029

GUY SALMON AUTOMOBILES.

SEE our displayed advertisement on page 38 for Aston Martins.—Fortsmouth Rd., Thames Ditton. [C4001]

TOLWORTH MOTORS, Ltd., offer:-

1956 DB2-4 convertible, low mileage, radio, chrome wire wheels, Michelin X; £2.095.

1954 saloon, radio, immaculate throughous; £1,295.—Kingston By-pass, Tolworth. Elmbridge 225.

SWANMORE GARAGE, Ltd., offer:-

1955 5-litre DB2-4, in black with natural hide one owner, well above average throughout: £1,5%-1176-1180. Christchurch Rd., Boscombe East. South-bourne 43544.

1955 Aston Martin DB2-4, Vantage engine, poly, equipment, one owner; £1.585.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Ayles-thury, Bucks. Tel. 4787.

ASION MARTIN
CHIPSTRAD MO.ORS, Ltd., Aston Martin specialists. offer:—
A LFA red, DB2 Sept. 1952, works maintained, VanA LFA red, DB2 Sept. 1952, works maintained, VanA tage engine, radio, etc., nice condition; £1,075
3 litre DB2-4, late 1955, immaculate in B.r.g. low
mileage, latest works modifications, specimen;
£1,785.—142, Holland Park Ave., W.11. Park 3445-6.
[C1046]

J. W. BARTLETT.—Aston Martin special works DB2 saloon, man; special features; £695.—27, Pembridge Villas, W.11. Bayswater 0525. [Cloid

1955 (July) Aston Martin DB2-4 5-litre asloon, carefully used works maintained car; £1,795,—lvor Beal. Western 2789

1957. Western gress.

1957. Aston Martin Dig.-4 Mk. II aports saloos, finished in imperial crimson, 7,000 miles only, fitted Alfin brake drums and Michelin K tyres, one owner since new, superlative condition throughout; £2,95.

THOMPSON-DOXEY, Ltd., 109-139, East Bank St., Southport.

1953 (registered Nov. 1952) Aston Martin DB2, colour pine green with scarlet uphoistery, many extras including radio and semi-Vantage carburettor and manifold, Michelin Z. tyres: £1,175.—Huxford & Son, Ltd., West St., Porchester, Hants.

1955 model Aston Martin 3-litre DB2-4 d/h core of the trans. Safe Dar, stoneguards, quick filler, Pityres Ivory with black hood and red upholstery, a age about 214, thousand, l.h.d.; terms, exchange Tel. Molesey 5320.

1958 (March) Aston Martin Mark III saloon, total mileage under 3,000, one owner, desert white, red leather, fittled overdrive, radio, fog lights; cost £3,230, price £2,200; licensed December—AF N. Ltd., Falcon Works, London Rd., Isleworth, Midz. (Rounalow 0011.)

3-litre, low mileage,—Chipstead Motors, Ltd., 142 Holland Park Ave., W.11. Park 5445-6. (W1986) J. H. BARTLETT urgently require Aston Martin DB2 and DB2/4.--27 Pembridge Villas, W.11. (W1013

ROWLAND SMITH'S, the Aston Martin buyers highest cash prices.—Hampstead High St., N. W. 3 [W4018]

GOOD Aston Martin required immediately.—O Edwards, Amenbury Lane, Harpenden, Herts (W200)

XXX Excellent cash price offered for good Aston Maria,—H. F. Edwards, 154, Great Tuchfield St., London, W1. Langham 0012. [W2005

A LL models nost-war, good condition, urgently required.—H.W. Motors, Ltd., New Zealand Avenus Walton on Thames, Surrey. Tel. Walton 2404/5/6/

Aston Martin Spares and Service

A STON MARTIN DBS-S. quantity of spare parts available; road wheels, brake drums, suspension parts, half shafts, be Dion tube, radiator/oil cooler, fuel tank, steering rack and arms, differential unit complete, various crown wheels and pinions, etc.; offers to.—Barthel, Winden. Balcombe, Suseex, also 5 new domn Weber carburettors complete with alloy manifold and all linkages. [1953]

AUSTIN SEVEN
7.8hp open tourer, secondhand, original condition, new hood, sidescreens, runs well—Bexleyheath 5553

G. S. HALL, Ltd., offer:-

1956 A50 2-door, black: £475.

302-6. King St. Hammersmith, W.6. Riverside R HARDY & SON offer:-

1955 Austin A30 4-door de luxe, black, heater, 1955 loose covers, one owner; £445, margin and the state of th

WARWICK WRIGHT, Ltd., offer;-

1954 Austin A30 2-door saloon, blue, heater; £435. WARWICK WRIGHT, Ltd., 893, Edgware Rd., N.W.2. Gladstone 0041. [C4137

1954 2-door, heater, low mileage; £425.

1956 A30 2-door, heater, 17,000 miles; £475; 2221/Wimbledon 2526.

HENDON CENTRAL GARAGE, Ltd., offer:-

1955 (November) Auatin A30 4-door de luxe saloon, one owner; £440,—Watford Way, Hendon Central, N.W.4. Tel, Hendon 8084-5. D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1954 Austin A50 2-door saloon, with fitted heater; 436. Hertford Rd., Enfield, Howard 1631 (C4009)

£395 -A30 4-door saloon 1954.-Offord, 67, George [C3115]

1955 A30, 4-coor, green, undersealed, 24,000 miles, immaculate; £440.—Tel. Hexham 449, [2528

1955 Austin A30s, choice of 6 from £425: hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx, Tel. 2960.

1955 A30, has done 1.000 miles only on reco

AUSTIN A30

1955 A30 2-door, one owner, 16,600 miles, excel-

1955 (November) A30 2-door de luxe: £435.— Rawlings Tudor Garage, Ltd., 923-931, Ful-ham Rd., S.W.6. Renown 2281.

1955 Austin A30 4-door saloon, heater: London, N.W.11. Speedwell 0011. £410.— Green. [C4004

1956 A30 4-door saloon, black with red interior, one owner, heater, guaranteed: £485.—
Campbell Symonds. Perivale 4456.

415gns.—Austin A50 late 1954 4-door saloon, heater, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) (August 1954)

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041 [W4018.F

H. A. SAUNDERS, Ltd.

1957 Austin A55 2-door saloon, court grey, red upholstery, recorded mileage 10,658; £515. 1957 Austin A55 2-door de luxe saloon, blue/blue upholstery, recorded mileage 10,186, heater;

1957 Austin A35 2-door de luxe saloon, tweed grey, red upholstery, recorded mileage 17.886.

1936 red uphotstery, 1936 red uphotstery, 1936 ref £515.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North H. A. SAUNDERS, Ltd., 1936-842, High Rd., North Pluchley, N.12. Hillside 5272 (8 lines). [C4092] PHILIP RICKARDS, Ltd.

1957 Austin A55 4-door de luxe saloon, black, heater, 15,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.L. Tel. Grossenor 4772-3.

G. S. HALL, Ltd., offer:-

1957 A35 2-door, green, low mileage; £500. 302-6, King St., Hammersmith, W.6. Riverside

F. DOVE, Ltd., offer:-

1957 A35, heater, 6,000 miles; £525.—L. F. Dove, Lid., 44, Kingston Rd., London, S.W.19, Tel. Liberty 3456

J. DAVY, Ltd., Austin agents.

1957 A35 2-door, one owner, superb condition; 180-164, Kensington High St., W.8. Wes. 7181. Superbounded Rd., S.W.3. Kni. 4215, [C1069]

WARWICK WRIGHT, Ltd., offer:-

1957 Austin A55 2-door saloon, blue, blue uphols-tery, heater, 15,000 miles; £525, st. John's WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd. London, N.W.8. Cunningham 6050, DERRY'S OF BOWES ROAD offer:-

1957 Austin A35 de luxe, low mileage; £545.

W HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

1957 Austin A35 2-door, 9,900 miles: £475; B.M.C. warranty.—Jarvis & Sons, Liberty 8221/Wim-[C2086

1958 Austin A35 4-door saloon, taxed, under 500 miles, B.M.C. guarantee, equal new; £575.—548, King St., Hammersmith, W.6. Riv, 2837.8, (G3130

1800 miles only, 1957 (Nov.) A35 2-door de luxe, cur as new; £515.—Atkinson, Lee Green (London) 1647.

7000 miles! 1-1957 April A35 4-door de luxe with heater, loose covers, many other extras: £510.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi, 4441.

AUSTIN EIGHT

1944 Austin 8 saloon, black, perfect condition;
TERRIFIC CARS, Ltd., 884, London Rd., Thornton
Tel, 4976.

[C4135]

TEN, 1946, heater, radio, recond, engine, taxed Dec.; £250.—Kni. 1924 evenings. [2550

NEWNHAMS, Ltd. 1954 Austin A40 drop head coupe, 18,000 miles, exceptional condition; £495, NEWNHAM House, 235-245, Hammersmith Rd., London, W.S. Riverside 4646 (9 lines).

WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, Ltd., John Stack, brown 1955 Austin A40 Cambridge saloon, black, brown uppolstery, heater, 23,000 miles; £565.

WARWICK WRIGHT, Ltd., Lord's Court, &t. John's Wood Rd., London, N.W.8. Cunningham 6050.

1952 Austin A40 sports coupe, Jensen body, sound (Castelnau, S.W.13 (nr. Hammersmith Bridge). Riv. (C1022 L 5255) CLAYTON & SONS. Westgate. Rotherham 5656. [2032] £555—£635, choice of 3. 1955-'57.—Officed, 67. [20318]

BOON & PORTER, Ltd., Austin agents.

1954 (July) Austin A40 saloon, blue, low mileage, one owner only from new; £475.—Castelnau, S.W.13 (nr. Hammersmith Bridge), Riv. 4444.

NAYLOR & ROOT, Ltd. (Established 1920).

'55 A40 Cambridge black/tan trim, fitted heater, well maintained, £545; also '54 Somerset, £485.

CLAPHAM Junction, S.W 11. Battersea 2252.
[C3022]

1954 A40 Somerset, blue; £485.—Jarvis & Sons, [C2066]

1954 Ad Sumerset, grey, heater, recent recond.
1953 Ad Somerset, black, heater, T. & C. tyres,
Ad Somerset, black, heater, T. & C. tyres,
Garage, Epsom. Burgh Heath 2856.

A40 Countryman, 1951, reconditioned engine, good condition; £315.—Ashtead 105, not Saturday, [2645]

1953 A40 Somerset saloon, grey/blue, heater, re-lined brakes, beautiful appearance; £385.— [2677]

1956 Austin A40. black/red, de luxe, one owner, £545.—Haskins, Ladbroke 1155.

1954 A40 drop head coupe, good condition; £460.— Worthing Motors, Ltd., Broadwater Rd., Worthing, Tel. 71.

1954 Austin A40 Somerset, heater, immaculate: 4455,—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011, C4004 Green, London, N.W.II.

1953 Austin A40 Somerset, GS4 de luxe saloon,
one private owner, grey, nice condition; £425.

348, King St., Hammersmith, W.6. Riv. 2837.8.
(C3130

Countryman 1956 A40 estate, choice of 2, imma-culate, low mileage; £499.—Pedigree Estate Cars, 340, Euston Rd., N.W.I. Euston 7889.

1957 (April) Austin A40 de luxe saloon, black, red interior, mileage 15,000, H.M.V. radio, taxed year; £645.—Perkins Brothers, Wokingham 112. [2639 1954 A40 Somerset, one owner, black with red interior, heater: £450.—Campbell Symonds. (C1037/1

1954 series Austin A40 heater, unmarked cellulose, care excellent mechanical condition; £450.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham (C2068.1)

1955 (August) Austin A40, radio, heater, taxed year, moderate mileage; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C301]

£445 —1954 Austin A40 saloon de luxe. heater, Ace Rimbellishers, in immaculat dition.—Arnotts Garages, Ltd., Grange Rd., Wil Green, N.W.10. Willesden Ol61.

A USTIN A40 de luxe saloon, one owner car, immacu-iate throughout; choice of five from £525; hire purchase and part exchange welcoment.—Herbert & Mills. Church Rd., Ashford, Middx. Tel 2960. [C2055

1950 (November) Austin A40 GS2 saloon, pastel taxed, in very fine condition throughout; £340 at Wellington Motors 76, Wellington St. Luton, 30 minute from St Pancas or Tel Lutin \$454. [C4158]

295gns.—Austin A40 1949 Devon saloon, leather, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube) Hampstead 6041.

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

CAR MART, Ltd.

SOLE London Austin Distributors.

'56 Austin A50 Cambridge saloons; a selection from £540; with 6 months' guarantee.

CAR MART. Ltd., 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5454.

CROFTON GARAGES, Ltd.

1956 Austin A50, blue with grey trim, fitted heater; 1956 thoroughly recommended at £565.
450, heater, finished in black with red trim, one owner from new; £600.—132, Whitechapel Rd., Bishopsgate 3393.

DERRY'S OF BOWES ROAD offer:-

1956 model Austin A50 saloon, blue, heater, low mileage, excellent condition; £585, W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404.

CONNAUGHT ENGINEERING offer:-

A50 1955, finished in beige with tan leather throughout: £875.

CONNAUGHT ENGINEERING Portsmouth Rd., Send. Surrey. Ripley 3122.

ROON & PORTER, Ltd., Austin agents.

1956 (August) Austin A50 de luxe saloon, hea castelnau, S.W.13 (nr. Hammersmith Bridge).

1955 Austin A50 Cambridge de luxe saloon, heater; 2510 in A50 de luxe saloon, sun roof, one womer; £531—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011.

1956 Austin A50 saloon, black, in excellent condi-tion throughout: a bargain at 495 guineas Sel. J. URQUHART & SON, Ltd., Petersfield, Hants. 72459

1955 (November) Austin &50 saloon, in blue; £565.

—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey: Vigilant 0161 (2044

495 gns,—Austin A50 1956 model Cambridge de luxe guarantee, choice af 2, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (GHampstead Tube) Hampstead (GHAM)

TANKARD & SMITH offer 1955 Austin upholstery, fitted heater, etc.; run only nominal mileage
in the hands of one private owner, in superb condition throughout; £565, 5 months' written guarantee.—
194-196, Kings Rd., Chelsea, London, S.W.5. Tel. Finnman 4801.

Mastin A56 Care Wanted

ROWLAND SMITH'S. the A50 buyers: highest case
prices.—Hampstead High St., N.W.J. Ham, 604
(W4018

CAR MART, Ltd. AUSTIN A55

SOLE London Austin Distributors.

'57 Austin A55 Cambridge saloons: a selection from CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon, tweed grey, red Manumatic clutch: £776 Luxe saloon, black, red up-1957 Austin A55 de luxe saloon, black, red up-blokery, recorded mileage 18,913, heater;

1957 Austin A55 de luxe saloon, tweed grey, red upholstery, recorded mileage 13,760, heater;

H A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lbnes). [C4092

R. HARDY & SON offer:-1958 model Austin A55 de luxe, speedwell blue, blue upholstery, 2,800 miles only, supplied and mantained by us: £795.—52-55, Marylebone High St., W.I. Hunter 8942.

BROADWAY MOTORS, Hounslow, offer:-

1957 Austin A55 Cambridge, tweed grey and red. heater, low mileage, one owner; £745; always 50 cars on view.—Hanworth Rd., Hounslow East Tube. Middx. Hou. 9309-0175.

1957 Austin A55 Cambridge sal., blue, htr., own., fine cond.: £695.—L. F. (Dove (C.V.)
Ltd., 96, Lower Addiscombe Rd., Croydon, Add, 5131

1958 (March) Austin A55 de luxe saloon, radio new, £795; terms. exchanges.—Kings Motors, 1. High St.. Hounslow 3532/2559.

Austin A55 Cars Wanted

WE urgently require fow mileac. A55 saloons, 195758; best prices given.—Commerce Motor Co.,
[WI170]
Ltd., Euston 7277.

Ltd., Euston 1211.

AUSTIN SIXTEEN

HEARSES brochures available, we are building decks and bearers on the 16hp chassis; inspection invited.

A LPE & SAUNDERS (COACHBUILDERS), Ltd., C1102

1948 Austin 16 salocn, black, very good con-TERRIFIC CARS, Ltd., 884, London Rd., Thornton Heath, Tel 3057, and at 56, Westway, Caterham. Tel, 4974.

1949 Austin 16 de luxe saloon, black, brown hide, tion, recommended and guaranteed; £275; 450 other cars available, write for fully descriptive priced catalogue.

SAMDEN MOTORS, Leighton Buzzard 2041. Terms, exchanges. Open Lntil 8 p.m. [C1035]

195 gns.—Austin 16 1949 de luxe saloon, black, silding head, brown leather, heater, good tyres, cholce at 3 Austin 16s. terms, exchanges, list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead 6041.

AUSTIN EIGHTEEN

1938 Austin 18hp Windsor 7-seater saloon, heater, forward occasional seats, blue hide throughout, black; 295.—30, Oldbury Place, Marylebone High St., W1. Welbeck 1126

CROFTON GARAGES, Ltd.

1953 Austin A70, heater, screenwashers, finished in black with brown leather upholstery; £435.

—132. Whitechapel Rd., Bishopsgate 3593. [C1159]

AUSTIN A70
1954 (regd. 1.12.53) Austin A70 Hereford saloon, heater, very nice order; £395.

C&W MOTORS, Ltd., Queens Head Garage, (3 lines).

(3 lines). Finchley 6256-77-8 (2615).

A USTIN A70 Estate, 1952, exceptional condition throughout; £345.—Danbury (Essex) 2247. [2411 1953 Austin A'O Hereford saloon de luxe, grey, one owner, excellent condition: £395.
GARAGE SERVICE Co., Ltd., 1013. Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

HEARSES, brochures available. We are building a deck body on the A70 chassis, inspection invited.

A LPE & SAUNDERS (COACHBUILDERS), Lda.

Station Approach, Kew Gardens, Richmond 1161.
[C1102]

1954 (August) Austin A70 saloon, black with tan very comft car, licensed end of year; £475.—Tel. Weybridge 3570.

£399\frac{1!}{1951/2} Austin A70 2-owner motor car, speciessly maintained, undoubtedly very rare specimen vehicle and bargain price.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley (1922).

445 gns.—Austin A70 1954 Hereford saloon, black, beige leather, heater, excellent condition, written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

H. C. PAUL, Ltd.

1955 Austin A90 Westminster, black, radio, heater, taxed year; £525.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2.

R. HARDY & SON offer:-

1955 Austin A90 Westminster, black and grey, red upholstery, one owner, an enthusiast's car: £575.-52-55, Marylebone High St., W.1. Hunter (2555)

1955 Westminster de luxe, one owner. black: £565. N.W.3. Swi. 4441. [C4067]

1951 A90 Atlantic convertible cream, heater, new hood, excellent condition owners; £360.—Box 7090.

1950 Austin Atlantic hard top, immaculate condition: £375; h.p. terms arranged.—E. Casey, Ltd., Willesden 4548.

1951 Austin A90 hard top, radio and heater, ex-cellent condition; £395.—Kirkdale Cars. Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2066]

1950 model Austin A90 convertible coupe, grey, very nice runner; special bargain, £299; exchanges; terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1951 Austin A90, heater, radio, in excellent con-cavendish Motors, Cavendish Rd., N.W.6. Willesden (C1121

1956 Austin A90, overdrive, beige with green interior, spotiess condition, low mileage, all extras; £075.—Eaton Motor Co., Ltd., Eaton Socon 236 (C2114

1955 (March) Austin A90 Westminster saloon de heater, screenwashers, etc., moderate mileage, taxed year and in excellent condition throughout; £548.

A LTWOOD GARAGE, Altwood Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 5076.

Littlewick Green Juro.

1956 Austin A90, heater, clock, wing mirrors
1958, with pass light, black, red interior, low mileage;
19596, written guarantee terms, exchanges.—H. F.
1958, Edwards. 28-34, Upper High Street, Epsom. Tel. 5611.

A Z MOTORS offer 1950 A90 convertible, excellent chassis, unrepeatable bargain, £325! Also 1949 IB saloon, £295! And 1950 Sheerline, unrepeatable, £325!—Palmerston Rd., N.W.6. Mai, 4725, C(1011)

2398 -Austin A90 Atlantic hard top 1950-1, outstanding example, host extras, tyres as new, special engine; choice 4, many others; A.A. or R.A.C. rexams. welcomed; exchanges, h.p.—Benmotors, I. Clarendon Rd., W.11. Park 5066-7. (50 yds. Holland Park Tube.)

LOUVE 1955; ilmaculate in beige with dual tone upholstery, equipped with every conceivable extra including built-in radio, heater. Ace Rimbellishers, electric screenwashers, electric clock and cigar lighter, wing mirrors, spotlights, the late owner has maintained this car in the peak of condition, wonderful value at this price: 450 other cars available, write for fully descriptive processes, Leighton Buzzard 2041. Terms, exclanges. Open until 8 p.m. [C1035]

H. A. SAUNDERS, Ltd. 1957 Austin A95 de luxe saloon, court grey, Blue 10,184, heater: £885. Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (e lines). (C4092

A95 Countryman, works mileage: £1.150.—Johnson & Brown, 268-270. High St., Bromley, Ravensbourne 8841.

1957 (Sept.) A95 de luxe, 7,000 miles, automatic, as new; £985.—Tolworth Motors, Ltd., King-ton Re-Pass Tolworth. Embridge 2254.

CAR MART, Ltd.

SOLE London Austin Distributors.

£765.—Austin A105, heater, reg. May '56; 6
CAR MART, Ltd., 150. Park Lane. W.1 (corner of Piccadilly). Grosvenor 3434. H. A. SAUNDERS, Ltd., offer;-

1957 (Oct.) Austin £105 saloon de luxe, autoblus trim, 5.000 filles cnly; £1.085,
1957 (June) Austin £105 saloon de luxe, automatic
gear box, tweed grey/court grey with therry
trim, 8.000 miles only; £1.075; both cars completely
specimen. specimen.

SAUNDERS guaranteed for 6 months.—Austin House,
London Rd., High Wycombe, Bucks. High Wycombe
3141.

GUY SALMON AUTOMOBILES offer:-

1957-8 Austin 105A de luxe saloon, 2-tone blue from new; £995.—Portsmouth Rd., Thames Ditton Emberbrook 5551-2-3.

1956 Austin A105 saloon, overdrive, one owner, duo grey with tan interior; £865.—Pasa & Joyce, 184, Great Portland St., W.I. Museum 1001.

1956 (June) Austin Alos saloon, blue/grey, drive, one owner; £725.—George Newn Co., 369, Euston Rd., London, N.W.I. Euston

1958 Austin Al05 de luxe saloon, court grey/red, automatic transmission; £1.195.—H. A. Saunders, Ltd., Austin House, Brand St., Hitchin 2551.

1950 Austin Sheerline; £275.

JACQUIER, Ltd. 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2034]

HEARSES? We are building deck and bearers on the HPrincess and Sheerline chassis. Inspection invited A LPE & SAUNDERS (COACHBUILDERS), Ltd. Station Approach, Kew Gardens, Richmond 1161.

A&S Ltd. A125 and A135 L.W.B. seven pas-senger cars. See under Limousines.
A LPE & SAUNDERS Ltd. (Limousines Purchased).
Providence Court. North Audley Street. (Near Sei-tridges). Mayfair 2941.

fridges). Mayfair 2941. [Cl006 1954 Austin Sheerline, black, a specime car in Immaculate condition; £525. HEWITTS GARAGE, Ltd., High St., Amblecote, Histourbridge, Tel. Stourbridge 5138. [C2138 1954 Austin Princess D85, fitted overdrive, radio, heater, one owner, erry, very clean. COUNTY Country Countr

CAMDEN MOTORS, the limousine specialists, offer magnificent range of Princess and Sheerline los

CAMDEN MOTORS, the linousine specialists, oner a magnificent range of Princess and Sheerline long wheel base of Princess linousine long wheel base J 3-seater, with three-abreast forward occasionals, immaculate oback conclivers, finest leather upholstery in both compartments, polished mahogany panelstery in both compartments, polished mahogany panelstery in high princess and washers, privately taxed and only one owner since new, the whole car in superlative condition, guaranteed in writing for 6 months at £1.995.

A NOTHER 1954 available, also a 1955 in leather and a 1956 with electric division, all privately taxed one-owner (Ara.)

One-owner cars.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Terms, exchanges. (20105)

£365 -1951 Austin Sheerline saloon, black, radio, heater, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1952 model Austin Sheerline, black, radio and out, ver moderate mleage enly: a really outstanding over moderate mleage enly: a really outstanding over moderate moderate. Petersfield, Hants. Tel. 2840, 883.

AUSTIN 1955 (Oct.) Princess 1.w.b. 7-passenger limousine with division, low mileage, unmarked, one private owner, hide upholstery throughout, taxed December; £2,100.—K. Davies, 177. Allensbank Rd.. Cardiff. 7-ft. 53661.

ALYE & SAUNDERS. Ltd., require L.W.B. Limousines and Saloons in above average condition A & S Ltd., Providence Court, North Audiey Street (Near Seifriges). Mayfair 2941, [W1006]

MAXIMUM price paid for good condition long wheelbase Princess limousines; also 7-passenger JACK ALPE LIMOUSINES, 50, Marylebone High St., W. Welbeck 1124.

XXX Excellent cash price offered for good Austin al25 and Al35 limousines.—H. F. Edwards. 28-54, Upper High St., Epsom, Surrey, Epsom (W2001)

AUSTIN HIRE CAR A&S Ltd. 15hp Hirecars and 13-seater Omni-couches. See under Limousines. ALPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Rear Seifridges). Mayfair 2941.

selfridges). Mayfair 2941.

1950 Austin 16hp hire car 4-door limousine in reconditioned engine, interior fitted out with new carpets, head lining, etc., the whole car in excellent condition both bothly and mechanically; £475.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041, Write Sie special hire car catalogue and illustrated brochure. Terms, exchance. (2,1038.

Austin Hire Car Wanted

A LPE & SAUNDERS, Ltd., require 16hp Hirecars in
good condition.

A & S Ltd., Providence Court, North Audiey Street
(Near Selfridges). Mayfair 2941. [W1005]

Austin Missellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers; highest scash prices.—Hampstead High St., N.W.3. Hats. [W4018/R

AUSTIN estate car required, 1956-57; cash payment, -91, Airesford Rd., Winchester. (Waos?

WEYBRIDGE AUTOMOBILES, Ltd., the Austin dis-tributors, urgently require late type Austin.— Tel. Weybridge 2233. [0541/R]

Austin Spares and Service

FOR Austin.—Wimbledon for everything Austin:
For apares pre-war and post-war exchange units from stock; also 3-4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.
WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S. W.19, Wim. 0123.

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FIRST-CLASS mechanics and highly efficient super-vision produce the best results.

ORMAND, Ltd., 405-9, King St., W.6, Riv, 3665.

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AUSTIN spare parts.

STOCKS for all models, cars and trucks.

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S. E. 22. New Cores 3444.

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automatic, imm. out; £2,395.—Sidney Tel. Belgravia (C3006 1953 (Oct.) R type Bentley auto Marcus, Ltd., 33, Sloane St., S,W.1. 5721.

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[C4087

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1958 Bograward TS coupe, one owner, 2.800 miles
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Boggward TS saloon, duo grey, red interior, and reverse lamps, immaculate; £950. [Cl001]

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1951-2 Buick special saloon, radio, heater, abso-lutely as new. SCOTT CARS, 341-347, Finchley Rd., Hampstead. London, N.W 3. Hampstead 8676,7779. [C4016

1951-2 Super Riviera sedan, r.h.d., radio and heater, one owner,—Mervyn Austin, (T9002)

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THE Buick buyers.—See under American Cars.

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SOLE concessionaires, Lendrum & Hartman, Ltd.
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1950 Cadillac power-operated luxury convertible, radio, heater, automatic transmission; £875.

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1950-1 Scadillac Fleetwood sedan 62 model whitewall tyres, radio, seat covers; terms, exchanges, Cathedrai Garage, St. Faiths Lane. Norwich, Tel. 28678.

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black sidding head, red leather, preselector.
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Littlewick Green 70, evenings and weekends, Littlewick Green 5076 (C1107)

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PRIVATELY owned, one-owner, April, 1955, D.K.W. fixed head coupe de luxe, fitted Motorolo radio an host of extras, tuned engine, colour Polar grey/red open any trial and inspection: offers around £675; may consider part exchange Hillman, Morris, Austin.—4. Elmhurst Drive, Ipswich. Ipswich. 77966.

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Wanted, Ferrari fixed head coupe, 1953 or later,
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1955 Fiat 600, green, taxed; £400.
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1957 1400B saloon, many extras, immaculate, in 1957 blue and grey; £775, 1957 blue and grey; £775, 1957 blue and grey; £775, 1957 virtually new throughout; £545. 1957 virtually new throughout; £545. 1957 almost new condition, 6,000 miles; £445, 1952 li00 saloon, believed genuine 56,000 miles; £355, 355. Kinnerton St. S.W.1. Belgsratia 3711.

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1956 Fist 1400 saloon, 9,400 miles, one owner.

Note: No. 1400 saloon, 9,400 miles, one owner.

Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326.

(C4087

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1949 - 50 Piat 1100 pilla.ess saloon, pale blue many used Fiats we have in stock most new models on show —Buxlord & Son, Ltd., West St., Porchester. Hants. Cosham 76770. Piat distributors and en-thusiasts.

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1957 (Jan.) Ford Anglia saloon black red in-maintained, Al guarantee: £495. W.J. BROWN, Ltd., 539, Finchley Rd., N.W.3. (Cl025

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HAVE an excellent choice of post-war 8hp saloons PHONE Harrow 4282 and 9140 for details.

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1956 Ford Anglia de luxe, fitted heater, blue with blue and tan upholstery, low mileage, one owner; £495,—52-55, Marylebone High St.. W.1. Hunter 894-5.

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1057 Ford Anglia de luxe, fitted heater, grey, grey whole car in excellent condition: £545,—52-55, Marylebone High St., W.I. Hunter 0942.

. DAVY. Ltd., Ford dealers.

1958 Anglia de luxe, heater, overriders, 5,900 miles; £555, 180 -184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.5. Kni. 4215, [C1069

1955 Anglia, fawn, heater; £445.

BRENT CROSS GARAGE, Ford Distributors, Hendon Way, Hendon, N.W.4. Tel. Speedwell 1196-7-8. [C1097/1 WARWICK WRIGHT, Ltd., offer:-

1957 Ford Anglia de luxe saloon, grey, heater, 16,000 miles; £515.

WARWICK WR:GHT, Ltd., 393. Edgware Rd., N.W.2. Gladstone 0041.

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Wood Rd., London, N.W.8. Cunningham 6050,
(C9045

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1955 Ford Anglia, cream, recorded mileage 12.000; £445. 1949 Ford Anglia, beige; £245.—Castelnau, 8.W.13 (nr. Hammersmith Bridge). Riv. 4444.

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1955 Ford Anglia, black, red interior, fitted heater, since new immaculate; 2455, 1953 Ford Anglia, Bristol fawn, one owner, really excellent condition throughout, 31,000 miles genuine, new engine fitted; 2525 o.n.o.—154. West Bill, S.W.15. Putney 0596.

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Anglias always available; phone for our list.—Used Car Dept., Peri-

1956 Anglis de luxe, grey, 14,000 miles, heater, one owner; £495, BRENT CROSS GARAGE, Ford Distributors, Hendon, Way, Hendon, N.W.4. Tsi, Speedwell 1196-7-8, [C1097]

1956 Ford Anglia de luxe saloon, colour grey, fitted Ferrarais of CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladitone 2224. Open week-days 6 a.m. to 7 p.m.

1955 Ford Anglia, grey, red interior, radio and Davis & Hill, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. (C1129

AMBERTS OF KINGSTON, Ltd., Ford distributors;
Ford Al Plan guaranteed used cars:—
ANGLIA de luxe, October, 1956-57, in excellent condition, colour Warwick green, grey/fawn 2-tone uphoistery, fitted with heater, radiator blind, twin wing mirrors, petrol locking cap and exhaust deflector;

TEL. Kin. 3171. 140, London Rd., Kingston-on-Thames. [C3143]

1957 Ford Anglia, black, as new; £515.—Ing's Garages, Maidenhead 2149. 1956 Ford Anglia, black with red interior, heater; Court Rd., S.W 5 Premantle 6373. [2147

WALTER SCOTT, Ltd.—1955 Anglia, black, heater, exceptional; £425.—39. College Cres., N.W.3. (Swiss Cottage Tube) Pri. 4466.

1956 Ford Anglia saloon, black, heater, excellent condition; £475.—Cattermoles Garages, Ltd., 79-89, Pentonville Rd., N.1.

1954-56 Anglia 100E saloons, heater, guaranteed; from £395; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034]

1957 Ford Anglia, with Webasto fully opening and first-class example; £535; exchanges; deferred JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove,

FORD ANGLIA
1952 (June) Ford Anglia saloon, black/fawn, one
private owner, guaranteed mileage 19,000,
like new; £310.—348, King St., Hammersmith, W.S.
Riv. 2837-1.

1953 Anglia, Channel green, fawn interior, one careful owner, small mileage, new engine abstrery, undersealed, new, immaculate; £320 o.n.o.; terms.—Sheerness 2825.

1958 F. Anglia de luxe saloon, 3,300 miles, heater, beige very "areful owner, Durham beige, beige interior; £530.—Wheelers (Newbury), Ltd., Newbury [C3123]

£325.—Good condition throughout, taxed year, black, 17,000 miles only.—A. E. Cheshire, Ltd., Noble Corner, Great Western Rd., Hounslow Middx. Tel. Hounslow 1082.

1954-5 (Nov.) Ford Anglia, 2-tone, recon. engine, genuine bargain; 2449.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107.

1957 (June) Ford Anglia de luxe. Dover white, one owner, heater, underseal, 19,000 miles; £535.
Richmond 6441.

465 ms.—Ford New Anglia 1956 de luxe saloon, condition; written guarantee; choice of 2; terms, exchanges.—Rowland Smith, below.
295 ms.—Ford Anglia 1952 saloon, Channel green, carefully used; written guarantee; choice of 2; terms, exchanges.—Rowland Smith, lampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Anglia Cars Wanted

1957 or 1958 low mileage Anglia wanted.—Pinner motor Co., Ltd., Pinner 456. [W3105] ROWLAND SMITH'S, the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

FORD POPULAR

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621, offer:—1956 Popular, black with red upholstery, many extras; £350; hire purchase facilities avail-

Whetstone, N.20. Tel. Hillside 6621, (C3042) A1 at Brown's

1955 (Feb.) Ford Popular saloon, black, heater, tray, trafficators, recond, taxed year, Al guarantee; £325.

W Ham. 2284. [Cl035]

G. S. HALL, Ltd., offer;-

1956-7 Popular saloons with extras; from £350. 302-6. King St., Hammersmith, W.6. Riverside

DERRY'S OF BOWES ROAD offer:-

1957 Popular; £365.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

WARWICK WRIGHT, Ltd., offer:-

1956 Ford Popular saloon, black, red uphoistery, 1956 16,000 miles; £375.

WARWICE WRIGHT, Ltd., 595, Edgware Rd., N.W.2. Gladstone 0041.

NAYLOR & ROOT, Ltd. (Established 1920).

55 Popular, Dorchester grey, immaculate; £335. CLAPHAM Junction, S.W.11. Battersea 2252.

DAGENHAM MOTORS, Ltd., Ford main dealers. A FINE selection of Al Ford Popular cars always available; phone for our list.—Used Car Dept. Perivale 3388.

1955 Ford Popular, black, mileage 25,300; £285 o.n.o. H.P. arranged.—Tottenham 7297. [2636

1957 Ford Popular saloon, green, many extras, 4,000 miles only; £365.—Hale Motors, Tot.

FORD Popular, 1954, one owner emigrating, under-sealed when new, new engine; price £325.—Molesey

325 gns.—Ford Popular 1956 saloon, fawn/red, parcel shelf, many other extras; written guarantee; terms, exchanges.—Rowland Smith, below. 275 gns.—Ford Popular 1955 saloon, fawn/red, trafficators, parcel shelf, good tyres; choice of 27: terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead 1941).

1956 Popular, one owner, heater, unfersaled, mith green seat covers over beige upholstery; guaranteed at £375.—Campbell Symonds, Perivale 4456.

1955 (March) Ford Fopular saloon, green/beige twin wipers, demister, parcel tray, low mileage, magnificent condition, £310; also another, 1958.—348, King St., Hammersmith, W.6. Riv. 2837-8.

ROWLAND SMITH'S, the Popular buyers: highest Rouland prices.—Hampstead High St., N. W. J. Ham.

1956 Ford Prefect saloon black, fitted heater; 4550, Ford Prefect saloon black; 495—Hale (C2077 Tot. 7771

FORD PREFECT

Whetstone, N.20. Tel Hillside 6621 offer:—
Whetstone, N.20. Tel Hillside 6621 offer:—
1957 Prefect de luxe, duo blue heater; £500;
hire purchase facilities available.
Whetstone, N.20. Tel. Hillside 6621. [C3042 PERRYS OF HARROW

HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot) (0100/R CROFTON GARAGES, Ltd.

1956 Ford Prefect de luxe, heater, finished in grey, excellent condition, guaranteed; £525.—132, Whitechapel Rd., Bishopsgate 3393. R. HARDY & SON offer:-

1956 Ford Prefect de luxe, blue, blue leather up-holstery, 11,000 miles only, heater, one owner; £515.—52-55, Marylebone High St., W.1. Hunter 8942. [2552

PERRY'S OF BOWES ROAD offer:-

1956 Prefect de luxe, black, heater, low mileage;
W. HAROLD PERRY, Ltd., Perry's Corner, Bowes
Rd., N.11. Enterprise 4404.
WARWICK WRIGHT, Ltd., offer:—

1956 Ford Prefect saloon, grey, red upholstery, heater, 16,000 miles; £535; another in black, similar mileage.

WARWICK WRIGHT, Ltd. Lord's Court, St. John's
Wood Rd., London, N.W.8, Cunningham 6050.
[C4045

METCALPE & MUNDY, Ltd., offer:-

FORD Prefect, late 1956, perfect condition, fully Alexander-Laystall conversion, overdrive, very METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 3241-2. [C3064]

A LLAN TAYLOR MOTORS, Ltd., offer:-

1956 Prefect de luxe, very low mileage, taxed HOH St., Wandsworth, S.W.18, Vandyke 7222 (10 [O4104]) CMI CAR SALES (Primrose 6623) offer:-

1955 Ford Prefect, one owner, taxed year; £495. 3 months' guarantee; terms, list on application.—
Swiss Cottage, Finchley Rd., N.W.3. [C1051] DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selecton of A1 Ford Prefects always available; 'phone for our list.—Used Car Dept., Perivale 3388.

1954-5 Prefect, dark green, excellent condition: [2700

1957 Ford Prefect, hea'er, one owner, £545,-Brook Garage, Chatham. Tel. 41141. [2724 1957 Prefect de luxe, one careful owner, heater; £550.—Campbell Symonds, Perivale 4456. [C1037/1

1957 Ford Prefect saloon, de luxe mod FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008]

2234. Open week-days 8 a.m. to 7 p.m. 1953 Ford Prefect, heater, black with fawn exceptional; £350.—Tel, Weybridge

1956 Ford Prefect, heater, one owner low age; £475.—Brook Garage, Chatham. Te 1956 Ford Prefect de luxe, low mileage, heater one owner, immaculate; £495.—L. Russell & [2649]

1956 Perfect saloon, superb condition, one owner, 550.—Basil Roy, Ltd., 161, Great Portland St., S.W.I. Langham 7735.

1956 Prefect saloon, extras, 9,600 miles; £525.—Rawlings Tudor Grasse, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2261.

1956 Prefect, black, radio, heater, undersealed, only 14,000 miles, guaranteed; £550.—
[C1037]
[C1037]

1956 (September) Ford Prefect, grey, red interior, one owner, 13,000 mlies guaranteed, spotless; £485; exchanges; terms.—Bray Motors, 180-184, West End Lane, N.W.S. Hampstead 6490, [C1024

1954 Ford Prefect, fawn with blue upholstery, heater, reasonable mileage; £435.—Coles Garages. Ltd., 42. Worple Rd., 8 W.19. Wimbledon 0195, and 96-98, Ewell Bye-pass, Ewell 2393.

565gns.—Ford New Prefect 1957 model de luxe one owner, small milease, spare unused; written guarantee; choice of 2; ferms, exchanges.—Rowland Smith. below.
325 excellent condition: written guarantee; choice of 2; terms, exchanges. list; open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). Hampstead 6041.

ROWLAND SMITH'S, the Prefect buyers: highest cash prices.—Hampstead High St., N.W.3, Ham.

FORD ESCORT

A1 at Brown's.

1957 (January) Ford Escort estate car, blue, in-conly, indistinguishable new, Al giarantee; 25500 W. J. BROWN, Ltd., 359, Finchley Rd., N.W.S. Ham 2294.

1957 Escort estate car. green, heater, one owner, 19,000, taxed; £545.—Drift Bridge Garage Epsom. Burgh Heath 2856.

FORD SOUIRE

R. J. HUNTER, Ltd., Austin agents, offer:-

1956 Ford Squire ctility, positively unmarked;
B. J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2, Tel. Gladstone 6303, 1955 Ford Squire estate car, low mileage: £525.

Hale Motors. Tot. 7771. [C2077] 1956 (March) Ford Squire estate car. grey.red. Staines 801. (C1074

FORD CONSUL

HAROLD PERRY, Ltd., 1105-1111. High Rd., Whetstone, N.20, Tel. Hillside 6621, offerOnsul Mark II, Warwick green with duofacilities available.

Harold Perry, Ltd., 1105-1111, High Rd., Whendone, N.20, Tel. Hillside 6621.

A1 at Brown's.

1955 (April) Ford Consul saloon, black, red inreads 17,000 miles, undoubtedly genuine, in immacilate condition throughout, Al guarantee £550; another
1954 (Oct.) and the saloon black, red in1956 (June) Ford Consul Mark II saloon, black,
1956 (June) Ford Consul Mark II saloon, black,
1956 (June) Ford Consul Mark II saloon, black,
beautifully kept and maintained, Al guarantee; £675.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W. 3.
H. A. SAUNDERS, Ltd.

1957 Ford Consul saloon, green, grey, beige up-holstery, recorded mileage 4,028, heater; H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092 CROFTON GARAGES, Ltd.

1955 Ford Consul Series I, blue, fitted heater, immaculate condition, must be seen to be believed; £575,—132, Whitechapel Rd., Bishopsgate 5393, (Cl139)

. DAVY, Ltd., Ford dealers,

1958 Consul saloon, one owner, heater, excellent condition; £745.
1954 Consul convertible, one owner, heater, well maintained example; £485
180 -184, Kensington High St., W.8, Wes, 7181, 215, Brompton Rd., S.W.5, Kni. 4215, [C1069]

. MANDUCA, Ltd., offers;--

£615.—1956 (Oct.) Ford Consul Mk. II saloon black. heater.—7 23. Jay Mews. S.W.7. [255]

GLANFIELD LAWRENCE offer:-

1957 Ford Consul, blue, heater, 12,000 miles; £695. 1958 Ford Consul de luxe, blue/black, nylon weave upholstery, 4,000 miles only; £825.— 407, High Rd., N.12. Finchley 0091.

WARWICK WRIGHT, Ltd., offer:-

1955 (October) Ford Consul saloon, black, red up-1955 holstery, heater, 20,000 miles; £550. WARWICK WRIGHT, Ltd., Lord's Court, 8t. John's Wood Rd., London, N.W.8. Cunningham 6050 [C4045]

CHIPSTEAD MOTORS, Ltd., offer:-

1957 (June) power top convertible, immaculate, in kinglisher green with 2-tone interior, one careful owner, radio, heater, screenwashers, chrome rims, etc., recorded mileage 9,001 only, specimen, £875.—142. Holland Park Ave., W.11. Park 3445-6. [C1046]

ROON & PORTER, Ltd., Ford dealers.

1957 Ford Consul, grey, one owner only, 11,000 miles; £755.—Castelnau, S.W.13 (nr. Hammersmith Bridge). Riv. 4444.

BROADWAY MOTORS, Hounslow, offer:-

1957 Ford Consul Mark II, cream and red, heater, on view.—Hanworth Rd., Hounslow East Tube, Middx Hou. 9309/0175.

B J. HUNTER, Ltd., Austin agents. offer:-

1956 (October) Ford Consul convertible, host of extras, unmarked: £795, hundred: £795, hundred: Broadway, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Glad-tone 5305.

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Pord Consuls always available; phone for our list.—Used Car Dept., Perivals 3588. D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1955 Ford Consul with heater; £525.—D. J. Shepherd & Co. (Enfleid), Ltd., 436, Hertford (C4008)

1956 Consul Mark II. heater: £615.—Ben Jay Autosales. Ltd., Southend 42156. (2782 1957 Consul Mark II. grey, one owner, heater guaranteed; £695 —Campbell Symonds, PeriFORD CONSUL

1954 Mark I convertible, Dorchester grey, heater. Leather: £495.
1957 Mark II saloon, Corfe grey/red, 8,000 miles; £695.—Both at Eton Garages, Windsor 2782.

1953 Ford Consul saloon, colour grey, fitted heater, very well kept throughout; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2294. Open week-days 8 a.m. to 7 p.m. (C2008 1956 dream; £659.

INO'S AUTOS (SEVEN KINGS), Ltd., 725-7, High Kind., Seven Kings. Tel, Seven Kings 3536. [1560 1957 prof Consul Mark II, one owner, heater, many extras, absolutely unmarked; £675.

PREMIER MOTORS, 295, Lewisham High St., SE 15, Lee Green 1051.

AMBERTS OF KINGSTON, Ltd., Ford distributors; Brod Al Pian guaranteed used cars.—CONSUL Mark I, 1955, colour fawn, red interior. fitted heater, in immaculate condition throughout; £550.

TEL. Kin. 3171. 140, London Rd., Kingston-on-Thames, ref. Consul convertible: £550.—Farnhan Tell Motor Co., Ltd., Downing St., Farnham Tell (22110

1957 Ford Consul convertible, blue; £785.—
Dawnier Motors, Ltd., Ewell By-Pass, Ewell
Surrey, Ewell 2332. (C2128)

£550.—1956 Consul saloon, outstanding condition one owner, extras.—Pirbright Garage, South fields, S.W.18. Putney 5530.

fields, S.W.18. Putney 5530. [2748]
645 ns.—Ford Consul October 1956 Mark II salom, heater, good tyres, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below. 525 ns.—Ford Consul 1955 convertible, Dorchester condition; written guarantee; terms, exchanges.—Rowland Smith, below and Smith, below.

condition; written guarantee, terminal problem of the problem of t

1956 Consul, Mark I, black de luxe, excellent ex-ample, one owner, full warranty: £575.— Haskins, Ladbroke 1155.

WALTER SCOTT, Ltd.—1954 model Consul, black, heater: £415.—39, College Cres., N.W.3 (Swiss Cottage Tube). Pri. 4466.

Cottage Tube). Pri. 4466.

1951 Ford Consul saloon, radio and heater, the time, 5 months' guarantee; £395 C. & W. MOTORS Ltd., Queens Head Garage, East End Rd., N.3. Flinchle; £266-7-8 (5 lines). [261]

1956 Consul Mark II saloon, extras; £685.—Rawlings Tubor Garage, Ltd., 923-931, Pulham Rd., S.W.6. Renown 2281.

1956 Ford Consul, one owner, green, immaculate & £585.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. 1956 (November) Consul Mark II saloon, beige, heater, immaculate and guaranteed; £700.—
Campbell Symonds, Wembley 6262. (C1037/2

1956 Consul Mark I saloon, black with red in Campbell Symonds, Perivale 4456

Campbell Symonds, Perivale 4456

1957 Consul, green with two-tone uphoistery, Chalk Parm Rd., N.W.I. Primrose 6666.

1957 Ford Consul de luze, fvory, blue interior, Prof. Consul de luze, fvory, blue interior, Carlotton Motor Co., Ltd., Eaton Socon 256 (St. Neots), Eaton Motor Co., Ltd., Eaton Socon 256 (St. Neots), Carlotton Research Prof. (22114)

1956 Mark II Consul, duo-tone paintwork, radio, 6655; h.p. or part exchanse.—Slocombes, Ltd., Dudden Hill Lane, N.W 10. Willesden 4969/5934. 164017

Hill Lane, N.W. 10. Wilcouter Special owner, 1956 Ford Coasul Mx. II saloon, one careful owner, underseal, finished blue; £715.—Whee'er's (Newbury), Ltd., Newbury [C4125]

1020.

1956 Mk. II saloon, heater, leather upholstery, but the saloon miles, excellent condition; £675.—Mulberry Cottage, Smith Terrace, S.W.J. Flaxmar [263]

1952 —Consul saloon 1955, Bristol fawn, with red £529 —Consul saloon 1955, Bristol fawn, with red trim, heater, etc., small mileage, one careful owner, almost as new: terms and exchanges.—Ann Street Motors, 40, Ann St., Worthing 8405, [2693]

Street Motors, 40, Ann St. Worthing 8405. [226]
1956 Ford Consul valoon in grey fitted with Motor Co. (Surrey). Ltd. Phoenix House, High St. Sution, Surrey. Visilant Ci61.
Sution, Surrey. Visilant Ci61. [C504]
1955-6 Ford Consul, black with maroon leather in really magnetic for which chrome passiamps, mirrors, in really magnetic condition throughout, one owner from new 2496.

in really magnificent condition throughout, one owner from new #398 ENGINEERING Co. Smethurst St. Pendleton Manchester. 6. Pendleton \$457. [C3000 £470]!!—1995 Ford Consul convertible coupe, fitted heater, look covers. floor mats, perfect running car. terms.—Tel. Gatley 6895. 16. Torkington Rd. Gatley. Cheshire. [2598]

£700 -1957 Ford Consul saloon, one owner, heater, 10.000 miles, in immaculate condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Oreen, N.W.10. Willesden 0161.

£465 11 - 1955 Ford Consul de luxe saloon, tiny mileage, superbly maintained vehicle, choice also 1952 Consul from £425 and 1954 Confrom £495.

LAMBS OF WOOD GREEN LAMBS OF WOOD GREEN (Established 1897). Cars, 5 months' written guarantee; exchain hire purchase—421-425, High Rd. Finchley. Fin. 6222.

£595.—Ford Consul convertible 1955, duotone, innegligible milease, choice 4, many others, man, o

R OWLAND SMITH'S, the Consul buyers: higher cash prices.—Hampstead High St. N.W.S. Ham.

FORD ZEPHYR

1 at Brown's.

1957 (June) Ford Zephyr automatic saloon, blue, interior to match, heater, extras, 11,000 miles only, beautifully kept and indistinguishable new;

ESS5.

1957 (May) Ford Zephyr automatic saloon, black, both Al guarantee; £855.

W. J. BROWN, Ltd., 539, Finchief Rd., N.W.3. (C1025

. DAVY, Ltd., Ford dealers.

1957 Zephyr convertible, heater, screenwashers, power top, one owner, superb condition;

1956 Zephyr I salcon, heater, radio, one owner, 1956 excellent condition; £545, 180-184, Kensington High St., W.S. Wes. 7181, 80-215, Brompton Rd. S.W.3. Knl. 4215, 68. North Row, Park Lane, W.I. Hyde 2511, [C1009] TAMES SPENCER Ltd., offer :--

1957 Ford Zephyr saloon, fitted radio and heater, in absolutely new condition throughout; £45, JAMES SFENCER Ltd., Broadway, Bexleyheath. Tel. Bex 4265, 4209, (C4154

GLANFIELD LAWRENCE offer:-

1956 Ford Zephyr Mark II overdrive saloon, ivory host of extras, £745, 407. High Rd., N.12 (C2053 PERRY'S OF BOWES ROAD offer:-

W. Harkold Perry, Ltd., Perry, heater, Michelin X. W. Harkold Perry, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4004.

1955 Zephyr saloon finished Canterbury green, one owner, has covered only 22,000 miles since new, whole car in superb condition, many since new, whole car in superb condition, many extras; £525, COMB'S SERVICE STATION (GUILDPORD), Ltd., COMBy-Pass Rd., Guildford 62962. HENLYS offer with 4 months' guarantee:-

1957 Ford Zephyr convertible, power operated hood, one owner, grey with red and grey in-HENLYS, Ltd., Parkway, Regents Park, N.W.1, [2752]

DIXON'S GARAGES (PUTNEY). Ltd., offer:-

1955 Ford Zephyr, Dorchester grey, leather, heater, radio, one careful owner, in excellent condition: £550.—134, West Hill, S.W.15. Putney (2013) DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Zephyrs always avail-able; phone for our list.—Used Car Dept., Peri-vale 3388.

1956 Ford Zephyr, two tone, overdrive, radio; £735. MONTROE MOTORS (N. H BOSWELL), 91-95, Eppling New Rd., Buckhurst Hill, Essex. Buck-hurst 1171-2.

DISPATCH MOTORS, Ltd., Ford distributors, offer:-1957 Zephyr Automatic, ivory, 10,000 miles only, immaculate throughout; £895.—Borough Righ St., S.E.1. Wat. 5991.

AMBERTS OF KINGSTON, Ltd., Ford distributors;
Ford AI Pian guaranteed used care.—
ZEPHYR Mark II. registered May. 1957, finlahed
grey with red roof, fitted heater, wisg mirrors,
screen washers, taxed December, 1958; 2785.
TEL, Kin. 5171. 140. London Rd., Kingston-onThannes.

Charles Pollett Ltd., officially appointed Ford Caphyr Mk II saloon, green, one Caphyr Mk II saloon, with Sandaria Caphyr Caphyr Convertible Mk II. Carliale blue, Caphyr Convertible Mk II. Carliale blue, one Caphyr Caphyr Convertible Mk II. Carliale blue, one Caphyr Caphyr Convertible Mk II. Carliale blue, one Caphyr II. Caphyr I

1957 Zephyr II. green, heater, 12,000, one owner, taxed; £765.—Drift Bridge Garage, Epsom. [276]

1958 Ford Zephyr, 800 miles only, beige, as new:

1953 (Dec.) Ford Zephyr saioon, extras: £485.—
Ord, Middx Ashford 3671-2 [Close Color Rd. Ash-

1956 Zephyr Mark II, one owner, 16,000 E675.—Le Grice Elers, 107, Old Bro 1953 Pord Zephyr saloon, Winchester blue with blue leather, heater; £425.—Tel. Weybridge [276]

1955 Ford Zephyr, heater, good condition, one owner; £498.—Brook Garage, Chatham. Tel.

1958 Zephyr, works mileage; £875.—Farnham.
Tel. 4873-4. [C2110]

1957 Ford Zephyr Mk. II, ivory, heater and extras, low mileage; £765.—Fuller's of Combe. Kingston By-pass, S. W. 20. Maiden 3668-7. (C211)

AND SERVICE

FORD ZEPHYR

USED CARS FOR SALE

1955 Ford Zephyr saloon, leather, heater, one Golders Green, London, N.W.11. Speedwell 0011.

£449 -1953 Ford Zephyr saloon, 2-tone grey and blue heater, excellent condition throughou terms -Autosnips, 5, Balham High Rd., Balham 150 Clock

1955 Ford Zephyr convertible, ivory, radio, heater, power hood, immaculate car; £595.—Mctor-well, 291. Green Lane, Paimers Green, N.13. Pal. \$514.

1956 Ford Zephyr saloon, series II, one owner, grey with beige and red interior; 2775.—Pass & Joyce, 184, Great Portland St., W.1. Museum (26059)

1955 (Feb.) Ford Zephyr saloon, leather heater, radio, one private owner, cost £845 accept £520, nice condition.—348, King St., Hammersmith, W.6. Riv. 2837-8.

W.6. Riv. 2837-8. (C3130

1955 radio, heater, in immaculate condition throughout; £995.—Cavendis; Motors, Cavendish Rd. N.W.6 Willesden 0046. (C1121/1

1957 Zephyr convertible, 14,000 miles, electric hood, worth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

worth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254.

1953-4 Ford Zephyr in Zediac colours, heater,
good condition throughout; £459.—Cavendish Motors,
Cavendish Rd. N.W.6. Willesden Co46. [Cil12]

395 heater, screen washers, unworn spare, excellent condition; written guarantee; terms, exchanges.—
Rowland Smith, below.

765 pins.—Ford Zephyr 1957 Mark II saloon, Sarum
Rowland Smith, below.

765 pins.—Ford Zephyr 1957 Mark II saloon, Sarum
775 pins.—Ford Zephyr 1957 Mark II saloon, Sarum
875 pins.—Ford Zephyr

sidered, full warranty; £872.—harrison. [2445]
1955 model Zephyr salcon, black, red interior, overdrive, heater, twin spot lamps, screen wash, oversize rear tyres, recorded mileage 35,000, 3 owners, unicensed; £450.

McKinnon Motors, £450.
Ltd., Langham House, 52
Stafford Rd., Wallington, Surrey. Established 1906. Tel Wallington 3cd. 1906. Tel Wallington 3cd. 1906. Tel Wallington 3cd. 1906. Tel Wallington screen washed a second covers, heater, sun visor, whitewall tyres, etc., etc.; £525.—Tel. H. Turner, Euston 1926 or Primros 2522.

1958 Zephyr automatic, 800 miles only, pearly tyres, etc., etc., etc., cost over S. 1200; bargain £1,025. —Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1, Euston 7811.

Fuston 7811 —1956 (July) Ford Zephyr Ph. II saloon one owner, heater, wing mirrors, screen washers Ace Rimbellishers, immaculate: £745; written guarantee, terms, exchanges.—H F. Edwards, 23-34. Upper High St. Episom. Tel. 5611.

Opper High St., Epsom. Tel. 5611. [C2001]
Ford Zephyr Cars Wanted

ALMOST new Zephyr required immediately.—Morley,
76. Cambridge Rd., Kingston. Kingston 8885.

ROWLAND SMITH'S. the Zephyr buyers: highest
Cash prices.—Hampstead High St., N.W.5, Ham.
6041. [W4018/R]

FORD ZODIAC

HAROLD PERRY, Ltd. 1105-1111. High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—1958 Ford Zodiac convertible, black and Wornestiatible mileage, £1.225; hire purchase facilities

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel Hillside 6621, [C3042 A1 at Brown's.

1956 (June) Ford Zodłac Mark II saloon, black/
ivory, many extras, 17,000 miles only, beautifully kept and maintained, Al guarantee; 27501955 (April) Ford Zodiac Mark I saloon, grey,
I BROWN Ltd. 559, Finchley Rd., N.W. 3
Ham 2284 1957 Zodiac; £765.

MONTROE MOTORS (N. H. BOSWELL), 91-95 Epping New Rd., Buckhurst H.ll, Essex. Buck-burst 1171-2. COACHCRAFT offer:-

£795 o.n.o., overdrive, radio, heater, Zodiac (May, 1957), 9.000 miles only, one local owner, as brand new, cost £1,116, cannot be faulted; AA, or R.A.C. Inspection invited; terms to suit and exchanges, —Coacheratt, Elm Rd. Evesham. Tel. 2778. [Cl055]

R. HARDY & SON offer:-1956 Ford Zodiac Mark II. black/ivory. radio. low mileage; £775.—52-55, Marylebone High St., W.1. Hunter 0942. [2112

TAMES SPENCER, Ltd., offer:-1957 Ford Zodiac, automatic transmission saloon finished in Carlisle blue and grey, one owner, total mileage 12.000, absolutely as new; 5935. Tel. JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex 4263 4209.

COOMB'S SERVICE STATION offer:-1956 Zodiac Mark II saloon, Corfe grey, Norwich miles in the hands of one lady owner and is in brand new condition throughout: £785.

COOMB'S SERVICE STATION (GUILDFORD). Ltd...
By-Pass Rd., Guildford 62962. [C1158]

ZODIAC '55, grey/fawn, 1,500 miles, radio, heater, etc., immaculate; £548.—Hur 3039 evenings.

FORD ZODIAC

AND WANTED-SPARES

PETER BANTOCK CAR SALES offer:

1957 Ford Zodiac, black/ivory, occlot loose covers, 8,000 miles; £795.—104, High Rd., Chiswick A LLAN TAYLOR MOTORS, Ltd., offer:-

1956 Mark I Zodiac, excellent condition; £565.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 [C4104 CMI CAR SALES (Primrose 6623) offer:

1957 Ford Zodiac, fully automatic transmission, radio, one owner: £925.
3 MONTHS' guarantee, terms, list on application.— Swiss Cottage, Finchley Rd., N.W.3. [Cl051 DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Zodiacs always available: 'phone for our list.—Used Car Dept., Pertvale 3388.

1955 Ford Zodiac, black/cream, fadio, heater; John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441,6666. (C1036 1958 Ford Zodiac saloon, automatic, radio, very low mileage; 2995. LEX GARAGES, Ltd., Gerrard 8600.

1958 Ford Zodiac saloon, coral/grey, nominal mile-graph age, one owner, extras: £350. R IPCO, Ltd. Providence Court, North Audley St., W.I. Hyde Park 2952 3.

1956 Ford Zodiac, duo blue tvory, one owner; c795 -Odeon Motors Ltd Bar 1144 1C5028 1955 Ford Zodiac, radio, one owner, 13,000: £565.

-Brook Garage, Chathem, Tel. 41141.

ZODIAC, 1955, low mileage, superb condition, over-drive, Alfin brake drums, etc.; private; £555.— Pri 0528

£1000 -1958 automatic Zodiac saloon, like by new, exchanges and deferred, evening Guildford 4882.

1956 Ford Zodiac Mark II, one owner, splendic condition; £675,—Brook Garage, Chatham [2720]

1957 Zodiac Mk. II. black/red, automatic trans-mission, fitted loose covers, chauffeur driven

(11.000 miles): £975: as new, WOOD & LAMBERT, Ltd., Main Ford Dealers, 49 Stamford Hill, N.16, Sta. 3434 1957 Ford Zodiac, 6.C00 miles, taxed to end of year: £775.—Dawnier Motors, Ltd., Ewell By Pass, Ewell, Surrey. Ewell 2582.

1957 (June) Ford Zodiac, green and ivory, in maculate, one owner, heater, whitewall tyres 2799: h.p., 3 months' guarantee, exchanges.

PREMIER MOTORS, 295, Lewisham High St., S. F. 15
Lee Green 1051

1957 Zodiac, ivory/black, absolutely immaculate whitewall tyres, twin chrome passlamps etc.

etc.: 2.795.
MAIDSTONE ENGINEERING Co., Smethors St.
Pendleton, Manchester, 6 Pendleton 3457

1958 Ford Zodiac sa'con; list price.—Farnhan Tel 1956 (June) Ford Zodiac Mk. II saloon, ivory & Co., 369, Euston Rd., London, N.W.1. Euston 4

1957 Ford Zodiac, black and cream, 4.00 C502 chyffeur driven, immaculate: £825. John Gray, 20, Hermitage Lane, N.W.2. Spredwell 1242 1957 Ford Zodiac, automatic transportation (C2026)

1957 Ford Zodiac, automatic transmission, grey blue/beige leather, heater, 5,000 miles, or owner; £985.—City Motors, George St., Oxford 4302 (CI)

owner; £985.—City Motors, Otoras (CI 1957 Ford Zodiac automatic, heater, radio, very lineage, absolutely as new; £985.—Cavend Motors, Cavendish Rd., N.W.6. Willesden 00 (CI FORD Zodiac, Farnham conversion, February
overdrive many extras, Wells fawn, Carlisle
£1.050.—Murray & Whittaker, Ltd., Newbury 19

1957 Ford Zodiac saloon, overdrive, radio, heater fawn, and grey with beige interfor; £945.—
Pass & Joyce, 184, Great Portland St. W.I Museum (2003)

1954 Zodiac, blue grey, radio. one owner: first reasonable offer.—Pangbore of 7504

1956 November Ford Zodiac Mark 2 saloon, black and red, 1200 miles, one owner, whitewalled tyres, heater, superb condition throughout: £775—The Fountain Garage, Fareham, Hants. Tel. 2648.

1957 Zodiac saloon, blue and beige, heater, radvo maintained: 2795—Gordon Cars (London), Ltd. 26. North End Rd., Golders Green, N.W.11. Speedwall 4701.

1957 Ford Zodiac, fitted fully automatic transmis-screenwashers, leouard skin covers, finished in grey and blue, imma-nilste throughout: 2950,—Webb Trans-port, Tunstall, Stoke-on-Trent 8795,—Webb Trans-port, Tunstall, Stoke-on-Trent 8795,—Webb Trans-

port. Tunstall. Stoke-on-Trent 87057.

1955 Zodiac, green and grey, full Mays conversion high compression head triple S.U. carbo, overdrive, stiffened suspension extra fuel tank; this car has been maintained by enthusiastic owner, and it was the car has been maintained by enthusiastic owner, and it was the car has been maintained by enthusiastic owner, and it was the car has been maintained by enthusiastic owner, and it was the car has been maintained by enthusiastic owner, and it was the car has been maintained by the ca

5.45 gns.—Ford Zodiac 1955 de luxe sa'con, fou grev leather, radio, heater, twin passligh screen washers, Ace Rimbellishers, one ower, exc lent condition: written guarantee; choice of 2; terr exchanges; list; open 9-7 week-days and Saturdays Rowland Smith, Hampstead (Hampstead Tube). Hom tead 6001.

FORD ZODIAC

1957 (September) Ford Zodiac saloon, two-tone stery, automatic gear box, radio with term speakers and twin rear serials, continental touring outside spare whee "oversime and poeta, wheel discs. 4,000 miles only, ordefast cost £1,250 mw offered at £1,075; exchanges and her purchases.—P. Blamire, Queens Road Garage, Coventry, Tel 5424

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A 76 Cambridge Rd., Kingston, Ringston 8985.

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ROON & PORTER, Ltd., Ford dealers.

1950 (October) Ford Pilot saloon, radio, heater, out: £285.—Castelinau, S.W.13 (nr. Hammersmith Bridge). Riv. 4444.

1951 Ford Pilot, black, in very good condition, a really exceptional bargain at £265.

J. URQUHART & SON, Ltd., Alton, Hants. Tel. 2838.

PILOT '51 (reg. Nov. '50), green, superb cond. one professional owner, new engine, leather uphol. floose covers), rad. & htr., good tyres, unmarked, any test; bargain £275.—Apply Box 7146. (2448)

1950 Ford Pilot, black, brown hide, radio and heater, one owner only: £245; exchanges; etcms.—Bray Motors, 180-184, West End Lane, N.W.6. (21024)

Hampstead 6490.

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ROWLAND SMITH'S, the Pilot buyers; highest
cash prices.—Hampstead High St., N.W.3. Ham.
[W4015/R GOOD Ford Pilot required immediately.—G. Edwards.
Amenbury Lane, Harpenden, Herts. Harpenden

FORD CUSTOMS

FORD Custom line sedan, r.h.d., very popular light American car only £310, terms.—Eltham 2810, [2019]

FORD THUNDERBIRD

1958 Ford Thunderbird one owner, nominal mileage, host of extras in specimen condi-COUNTY CARS. Ltd., 30, Oldham Rd., New Cross, Manchester 4, Central 9257 (9934

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1956 right-hand drive Ford Customline automatic transmission, radio, heater, very low mile-

1953 Ford Country Squire. 9-passenger station wagon, automatic, radio, heater, outstand-

Ing. conditions. State of the s D. F. WYATT. 31-35. Fortune Green Rd., West D. F. WYATT. 31-35. Fortune Green Rd., West O. N. all matters of sales, spare parts, repairs and O. Service, consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars. Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9.

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THE Ford. American and Canadian buyers.—See under SIMPSON'S -Wem 8691/3903/4422

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1956 Ford Ranchette Scut estate car, identical to mileage, immaculate condition: £375.—Pearce, Eastaget Farm, Hornton, Banbury, Oxon. 12541
1958 series Farnham estate car, genuine 7,000 miles only, fitted radio, heater, soot lights, roof rack, underseal, platform code £1,269, special day, cost £768 at 1,2647.—Atkinson, Lee Green (London) 1647.

FORD MISCELLANEOUS

PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C3041 Ford Miscellaneous Cars Wanted ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. NORMAND. Itd.

FIRST-CLASS mechanics and highly efficient super-vision or duce the best results. ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

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FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service [0093/R r (Tel. Wanstean and all spares.

J. H. BARTLETT — Frazer Nash, very special 1957 V8 B.M. W. engine, fully streamlined coupe, De Dion rear end, 155mph, the whole car as new: £1,750.—27, Pembridge Villas, W.11. Bay 0523.

FRAZER NASH-B.M.W.

325 sns.—Frazer Nash-B.M.W., registered 1955, 14-litre special super sports 2-seater, silver grey, blue leather, excellent condition; written guarantee; terms, exchanges; list; open 3-7 week-days and Satur-days.—Rowland Smith, Hampstead (Hampstead Tuber, Hampstead 6041

FRAZER NASH-B.M.W.

326 4-seater cabriolet, one owner, excellent through-out, offers over £200.—1E, Hyde Park Mansions, N.W.1. Paddington 5547.

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CAMDEN MOTOR CYCLES offer:

1958 Friakysport 325cc, Villiers twin engine.
100 miles line bewand is in absolutely spotless condition, in the spot many pounds below list price; £445.

On the spot hire purchase, tax and insurance facilities, your present vehicle taken in part exchange.

—Over 400 vehicles in stock at Camden Motor Cycles Beil Close, Leighton Buzzard, Beds. Tel. 2491. Opan daily 9 a.m. to 8 p.m. Sunday 10 a.m. to 3 p.m. [2035]

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1957 Goggomobil saloon, 1.200 miles only; £425 —335, Pinner Rd., Harrow, Middlesex, Tel. (C2070

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1957 300, sun roof, many extras, blue, grey in-terior, 17,000 miles; £365.—Guildford Motors, Ltd., North St., Guildford 68001 (2790

GORDON 1955 197cc Gordon 4-str., taxed, red; £199/10; terms, exchanges,—Claude Rye, 895-921. [2461

HEALEY WILLIAM GORDON CARS offer:-

1952 Healey 214-litre, convertible coachwork by with red leather, recent works check-over; £550, terms and exchanges with pleasure.—Sovereign Road Garage, Earlsdon, Coventry, Tel. £2815-68549.

DUNCAN HAMILTON & Co., offer:—

1950 Nash-Healey, finished in ivory, fitted radio etc., first-class history throughout; £495.
OPEN all day Saturday -53. High Rd., Byfleet Surrey. Byfleet 3101.
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SILVERSTONE E type, unused 3 years, maint regardless expense, 29 m p.g., 110 m.p.h.—B Walton-on-Thames 540. £475 o.n.o.

Figure 1 Carr. Ltd., 35 Kinnerton St., S.W.1. Belgrave 3711.

1951 Healey Tickford sports saloon, maroon, radio, heater, screenwashers, red leather trim, brand new tyres, motor overhauled recently; bargain, 2475, performance with economy—Box 6990. [1926]
1953 Tickford saloon, carefully maintained and in beautiful condition throughout; £995.—40, Hawkhurst Way, West Wickham, Kent. Springpark

5992. ms.—Healey 1954 3-litre sports roadster, ice blue, red leather, radio, heater, screen washers, ice carefully used, writter guarantee, terms, exchanges, list, open 9-7 week-day; and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (C4018

ROWLAND SMITH'S, the Healey buvers: highest cash prices.—Hampstead High St., N.W.S. Ham. [W4018/R

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CALL 23 Piccadilly Gerrard 6055, 186, Holland
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Goldsworth Rd Woking 5231,

Goldsworth Rd Wording 1921.

1957 175cc Heinkel Cabin de luxe, heater, spare wheel, blue; £309/10; terms, exchanges.—Claude Rye, 895-921, Fulham Rd., S.W.6. Renown [2463]

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used. 174cc & 204cc models always avaliance, for immediate delivery.

1957 Heinkel 174cc Cabin Cruiser, heater, demister, etc., unmarked coral pink paintwork, excellent Tygan upholstery, good tyres, this car can truly be described as immaculate. £515.

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On the spot hire purchase tax and insurance, facilities, over 400 vehicles in s.ock at Camden Motor Cycles, Bell Close. Leighton Buzzard. Beds. Tel. No. 2491; open daily 9 a.m. to 9 p.m. Sunday 10 a.m. to 5 p.m.

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1957 Heinkel Cabin Cruiser, heater, spare wheels
or motor cycles, h.p. terms; your existing account
settled if you wish.—Slocombes, Ltd., Dudden Hill Lane,
N.W.10. Willesden 4869-5934. [Coul?

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3-wheelers including AC. Petite, Bond and Reliand
Regal for immediate of these; proceedings service; erms.
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ROOTES
HAVE available a range of Hillman cars of very low mileage. mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401.

LOWER Temple St., Birmingham, 2. Tel. Cen. 8411.

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1957 (June) Hillman Minx convertible, grey with radio, heater, washers and centre floor change, Alexander Laystall engine conversion with twin carouretions, fabulous performance, meticulously maintained by one careful owner; hire purchase and part exchanges; fully guaranteed at £785.—16, North St., Leighton Buzzard, Tel. 2561.

H. A. SAUNDERS, Ltd.

1957 Hillman Minx de luxe saloon, pearl grey, pearl anteiope upholstery, recorded mileage 15,670;

heater; 685, heater; 665, heate

1955 Hillman Minx Mark VIII, o.h.v., grey, one 302 -6, King St., Hammersmith, W.6. Riverside [C2100 R. S. CURRIE & Co., Ltd.

Hillman Minx saloon de luxe, fitted heater and radio, 2-tone grey, in superb condution throughout, £685.—105, Westbourne Grove, W.2. Bayswater 0085.

A LTWOOD GARAGE offer :-

70000 miles only, 1957 (June) Hillman Minx series in the large of the

A LTWOOD GARAGE, Altwood Rd., Maidenhead, Tel, Littlewick Green 70; evenings and week-ends, Littlewick Green 3076.

RUSSELL MOTORS offer:-

1955 model Mark VIII Hillman Californian, 22,000 miles, radio, heater, many extras; £585.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.I. Sloane 9288. (C3060 GLANFIELD LAWRENCE offer:

1956 Hillman Minx Gay Look saloon, blue/grey, radio, heater, 22,000 miles; £595, Hillman Minx convertible; tvory, one owner, 17,000 miles; £595.—407, High Rd., N.12. Finchley 0091.

H. BEART & Co., Ltd., offer:-

1956 Hillman Minx Series I saloon, de fuxe model miles only, one careful owner; £665—102, London Rd. and High St., Kingston-on-Thames. Kingston-5348.

CHARLES FOLLETT, Ltd., offer:-1955 Hillman Minx saloon, black, beige, heater and radio, quite immaculate, 6 minths' SHOWROOMS: 18, Berkeley St., London, W.I. Mayfair 8266

THE CONTAY MOTOR WORKS, Ltd.

1954 Mk. VII saloon, heater, many extras GEORGE HARTWELL, Ltd., offer:-

HILLMAN Minx saloons, choice of 8, Mk. VI, VII, VIII, Series I and II, 1955,58; rull details on request; prices from £485-£750.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161.

WARWICK WRIGHT, Ltd., offer:—

MARWICK WRIGHT, Lid., olier:—

1954 Hillman Minx Mark VII convertible, black, heater: £485, Hillman Mark VII Californian, fvory and black, heater; £525, Hillman Minx Mark III saloon, blue, heater; £1953 Hillman Minx Mark VII saloon, green, fawn uppholstery; £450, Hillman Mark VII estate car, grey, heater; £455, WARWICK WRIGHT, Ltd., 595, Edgware Rd., N.W.2. Gladstone 0041.

HENLYS offer with 4 months' guarantee:-

1955 Hillman Minx de luxe saloon, one owner, blue with grey interior; £585.
HENLYS, Ltd., Parkway, Regents Park, N.W.1.
Guiliver 5721. PARK MOTORS (KINGSTON), Ltd., offer:-

1955 Rilman Californian, black and red, red leather interior, one titled owner, nominal mileage; £335,—187-193, London Rd., Kingston-on-Thames. Kingston 7610. [C3124]

HILLMAN

WARWICK WRIGHT Ltd., offer:

1957 (November) Hillman Minx Series 11 special saloon, black, red upholstery, heater, 8,000

173 / saloon, black, red uphoistery, neaver, occumines; £695.
1956 Fidiman Mina Mark VIIIa saloon, grey red., pholistery, heater 20,000 miles; £595.
1957 Hillman Mina Series II (Manumatic) saloon, grey and antelope, red uphositery, heater, 20,000 miles, £780. Mina Series I de luxe saloon, grey miles; £695; 1856-58 models in different colours available, all low mileage.
WARWICK WRIGHT, Ltd Lord's Court, 8t. John's Wood Rd., London, N.W.S. Cunningham 6050. (C4045)

HENDON CENTRAL GARAGE. Ltd., offer:-

1956 Hillman Minx saloon, choice of many from Tel. Hendon 8084-5.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1956 (October) Hillman Minx series I saloon pearlesses of grey and blue, good condition throughout: £685.—D J. Shepherd & Co. (Enfield), Ltd., 436. Hertford Rd., Enfield. Howard 1631. [C4009]
1956 Hillman Californian. blu- and cream; £649.

KING'S AUTOS (SEVEN KINGS), Ltd., 725-7, High Kind., Seven Kings. Tel., Seven Kings 3536. [1562 1952 Minx convertible coupe, black red: £355.— 1951 Minx convertible coupe, black red: £395.— Ealing 4727. 1956 Minx Series I seloon, one owner, immacu-late: £610. DECENIX MOTORS, Ltd., Cxford Rd., Gerrards Cross Denham 2716. Gerrards Cross 2545.

Cross Denham 2716. Gerrards Cross 2548.

1952 Hillman saioon, I.h.d., magnificent, guaranteed; £280.

1952 Hillman foursome coupe, new engine, magnificent, guaranteed; £360; payments—Vaughan, 17, Astwood Mews, S.W.7. Prob. 1819.

[C4078

1956 Minx Californian. black/red. one owner. 1952 Minx drop head coupe. 2 owners. exceptional 1952 Minx drop head coupe. 2 owners. exceptional Haverstock Hill. N.W.3. Swt., 4441.

1952 Hillman saloon, private owner recalled trails, must sell: £395.—Tel Pre. 7382 Aus-

1957 Hillman Minx de luxe saloon, one owner Michael Christie Motoros. Bicester Rd, Ayles-Color Michael Christie Motoros. Bicester Rd, Ayles-Chur, Bucks. Tel. 4727. [C1094]
1955 Hillman Minx de luxe saloon, fitted heater. PST Retrained Minx de luxe saloon. Ltd., 200-220. Cricklewood Broadway, London, N.W. 2. Oladestone Color Minx Saloon, N.W. 2. Oladestone Color Minx Saloon; 2335. — L. C2008.

2234. Open week-days 8 a.m. to 7 p.m. [C2006]
1953 Hillman Minx saloon; £395.—P. L. Cranmore, Ltd., Tel. 2040, Potters Bar. [C1062]
MINX convertible, 1955, heater, new tyres, excellent; £375 terms.—120. Unthank. Norwich

1956 (Nov.) Hillman Minx Mark VIII, obe state
car, ore cwner, 11,000 miles very good condition; £595; exchanges, deferred 'erms.

1051 TRESCOTT. Ltd. 175. Westbourne Brove.

1052 Hillman Minx Mark Westbourne Brove.

1053 Hillman Minx Mark (C4065)

1955 Hillman Minx drop head coupe, heater, Burges silencer, 22,000 colles, exceptional condition; £545. 1948 Hillman Minx saloon, exceptionally clean throughout; £245.—Pedigree Cars. 340. Euston Rd., N.W.I. Eustor. 7686

£475 | 11-1954 (October) Hillman Minx saloon, one owner, marcon, heater, particularly smart. Jennings, Richmond 3366.

1958 Hillman Minx de luxe, low mileage Potter St., Harlow, Potter Street 121 ### Hillman Minx estate car, choice of 5, in stock also 30 other types.—Pedigree Estate Cars, 34 Euston Rd. N.W.I. Euston 7889.

1954 Minx saloon, heater, etc.: £490.—Rawlings Tudor Garage, Ltd., 923-931. Fulham Rd., S.W.6. Renown 2281. (C4132)

1953 in first-class coupe, black with red into the little that the little littl

saloons, selection from our stock of 20 hand-picked examples.

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I brand new by our subsdiary company on lat
Car due to serious financial serback 1,500 miles and
very carefully run in, complete with underseal, loose
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Lill.LMAN Minx saloon 1956, two tone finish in sumlill. The complete with underseal, loose
covers and electric washers; £748.

Lill.LMAN Minx saloon 1956, two tone finish in sumlill. The complete series and pearl grey, blue trim. literally insecting, £358.

mer blue and pearl grey blue trim. Herally in distinguishable from a brand new car. only want seeing: £595.

HILLMAN Minx convertible 1955, goden sand with Hred hide upholstery and vynide hood to match brand new tyres. Ace Rimbellishers, heater very carefully used example; £565.

HILLMAN Californian June 1956 one owner since new immaculate black and ivery coachwork completely unmarked interior very small mileage indees with the completely unmarked interior very small mileage indees with the completely unmarked interior very small mileage indees with the completely unmarked interior very small mileage indees with the control of t

HILLMAN

1956 Hillman Minx de luxe saloon, black, heater, excellent condition: £565.—Cattermoles Garages, Ltd., 79-89, Pentonville Rd., N.1. [2603 Garages, Ltd., 79-89, Fentonville Rd., N.1. [2803 53 5as-Hillman Minx 1956 de luxe saloon, grey, heater, one owner, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below. 525 gns.—Hillman Minx 1955 Phass VIII convertible, condition; written guarantee; choice of 4; terms, exchanges, list; open 9-7 week-days and Saturdays.—Changes, list; open 9-7 week-days and Saturdays.—Hampstead 6041.

Hampstead 6041.

1956 (October, '55), Gaylook blue and grey, 10.000 miles; £555.—Ing's Garages, Maldenhead (C2119 1953-4 saloon, in ice blue with red trim, her etc., immaculate condition: £445, to and exchanges.—Ann Street Motors, Worthing 8405

HILLMAN Gaylook, Antelope and cream, heater, whitewall tyre trims, an immaculate low mileage

car £595.

HILLMAN Minx de luxe saloon, 1955, one owner, heater, covered by our unique guarantee; £555. part exchanges cars or motor cycles, hp. terms; your existing account settled if you wish.—Sicocombes Ltd. Dudden Hill Lane, Nw.ID. Willbeden 4669-5934.

1954 Hillman estate, in beige, red interior, heater, new engine; £455.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 4407.

1957 Hillman Minx de luxe, one owner, as new 3,000 miles only; £725.—Bells Service Garage 144. London Rd., Kingston-on-Thames, Kingston 1185

1955 Hillman Minx Californian hard top, Oxford blue-cream, many extras incl. radio. 13,000 miles; £575.—Dorking Motor Co., Ltd., 2256 Dorking. [Closs

1955 Hillman Californian coupe, black and roughout, guaranteed; £595.—Campbell Symonds, Wembley 6262.

JAN., 1958, Hillman Minx de luxe saloon, pearl and charcoal, 5,700 miles, heater, covers, tr for year; £765,—39, Westcroft, Chippenham, Wilf

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Altin drums. X tyres, beautiful example:
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Bent Marshall Lake, Ltd., 665, High Rd., Leyton, E. 10, Leyton 4047.

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stead Tube). Hampstead 6041. [C4016]
1954 Jaguar XK120 fixed head coupe green, Ltd., Hampton Court Way, Molesay, Surrey. Tel. Molesey 4571-6199.

J. H. BARTLETT.—Jaguar XK140 drop head coupe, one owner, 16,000 miles, exceptional condition every extra, the whole car almost unmarked; £1,095.—27. Pembridge Villas, W.H. Bay, 0523. [C1013]
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Hill Lane, N.W.10. Willesden 4869/3934, [C4017]

AGUAR XK140 (November, 1955), f.h.c., fully modified C type engine, 2ln carburettors, lead bronze bearings, engine damper, 9 to 1 compression ratio, twin exhausts, racing clutch, Michelin X tyres, louvred bonnet, turbo discs, heater, overdrive, finished in Denge green with metallic purpore, acking personality and probably the fastect 110 in existence; one director owner, maintained regardless of cost; total milesge 23.000; never raced or rallied; absolutely mint condition; owner forced to sell on doctor's orders; taxed the year; £1,150.—Tel. Compton, Berkshire 237.

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Mark VIII Jaguar, July, 1957, 9,000 miles, on owner, 2-tone grey; £1,400; any trial.—Filey 2230 [240]

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1954 Mark VII, in exceptional condition, fitted radio; £625.—Pinner Motor Co., Ltd., Pinner (C3015)

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Mark VIII saloon, with automatic transmission of the property red upholscyr, radio, taxed year, one owner, 10,000.

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CARS, 541-547, Finchley Rd., Hampstead. London, N.W.3. Hampstead 8676/7779. [4016]

G. M. ALRFEDS (1936), Ltd.—1955 Mark VIII, overdrive, small mileage with guarantee, —6-7, Warren St., W.I. Euston 5268. [1005]

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Lingsteld 59. [2500]
1954 (July) Mk. VII Jaguar saloon, one owners, Rd., London, N.W.]. Euston 4466, [C5023 Jaguar keylender]
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1957 Jaguar Mark VIII automatic. radio, 11.000 miles, superb condition; £1.575.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge (2081)

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[2412]

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S fair 6266.
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High Rd. Whetstone, N.20. Hillside 6671. [Cilc30

High Rd. Whetstone, N 20. Hillside 6671. [C1020 £449 — Jowett Jupiter, 1952, quite immaculate in ago, heater, Michelin X, practically new Vynide hood, superb car: £449, CRESCARS, Ltd., 156. High Rd., E. Finchley, London N.2. Tudor 9272.

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SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department. Jowett Cars. Ltd., Howden Clough, Birstail, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley, 1979-47.

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1957 (unregistered) 41/2-litre V12 2-seater sports/
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1957 Austin Metropolitan, soft top, green and white, 1,200 miles; £685.—Herd's Garage & Eng., Ashford, Middx., 2084.

1957 Austin Metropolitan, fixed head, red and house Motors, t.dd., Highgate Village, London, N.6. (C2021)

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Condition; £345.
1946
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1946
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PART exchanges and hire purchase welcomed.

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1949 (December) M.G. TC. green, many extras immaculate; £385.—Lingwood, Mon. 807.

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18.500.-Box 7127 [2410]

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Smith, below:
445 pred leather, heater, passlights, badge bar, allover tonneau, carefully used, written guarantee; terms, exchanges.—M.G. Midget September 1949 TC 2-seater, sechanges.—M.G. Midget September 1949 TC 2-seater, and a second section of the section of the

1951 M.G. TD sports, green with beige uphol-stery, quite outstanding condition.—Tel. Mr. Gray, Wessex Motors, New Street, Salisbury, Tel. [C4087]

1954 M.G. TF, black, green leather, beige, plastic hood, one careful owner (bank manager), low mileage, many extras, immaculate condition throughout: £595.
McLAREN & COX. Ltd., 928, High Rd., North Finchley, N.12. Tel Hillside 0560-6506-8, [C3083

1947 (Feb.) M.G. TC 2-seater, green, beige leather, with extras, nice condition; £310. —Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcline 2275. [C2109:1

£499—Specimen 1953 TD; for this and many others M.G. TA, TC, TD, etc., see our advertisements in sports car columns—Cressers, Ltd. 156, High Rd., East Finchley, London, N.2. Tudor 272.

C1125

XXX 1954 M.G. TF 2-seater sports, finished in example of this much sought after car; £485; terms. exchanges.—H F Edwards 28-34, Upper High St., Epsom. Tel. 561:

M. G. TF 1955 (1500), black, completely overhauled, wheel, Michelin tyres, etc., twin 8.4 carbs, full weather equipment, first-class running condition; £665.—56, Dunstan Rd., N.W.II. Archway 1996.

400 sns.—M.G. TC 1949, red, engine modified, Lucashaust, T4 8.U. carburettors, oversion head, branch exhaust, T4 8.U. carburettors, oversion head, branch exhaust, T4 sns., aero sevens and many extras, magnificent condition throughout; seen Surrey area, Tel. Mosador 2218.

TC TD, TFs wanted for cash.—Archway Engineer-chester, 5, Blackfriats 6455. (0687/R

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LEX THE Dome.

56 M.G. Magnette, green, turbo discs, Michelin X Tyres; £735.

LEX The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [2594]

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BOON & PORTER, Ltd.

1955 (October) M.G. Magnette, green, 18,000 miles only, one owner from new, actual car road tested by "Autocar" 27.6.58; £745.—Castelnau, 8.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022 I. DAVY, Ltd., M.G. agents.

1955 Magnette, one owner, excellent condition; 180 - 184, Kensington High St. W.8 (Wes. 7181); 80 - 215, Brompton Rd., S.W.5 (Kni. 4215); 68, North Row, Park Lane, W.1 (Hyde 2311). (C1069/1

TAMES SPENCER Ltd., offer:-

1956 M.G. Magnette saloon, finished in twilight grey with maroon leather interior, fitted heater, one previous owner small nominal mileage; JAMES SPENCER Ltd., Broadway, Bexleyheath. Tel. Bex 4263/4209. [C4134

COMPTON & FULLER, Ltd , offer:-

1954 M.G. Magnette, radio, heater, sunshine roof, complete, aultless; £645.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. (C1110

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1956 M.G. Magnette Varitone saloon with duc-ilon, 15 m carburetors: £95.

1958 M.G. Magnette Varitone saloon, grey and

ESSS. M.G. Magnette ZB saloon, blue with black upholstery, fitted-radio and wing mirrors, 15,000 miles; 2850.
UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. (2615)

1957 Magnette Varitone, low miltage, one owner: £925.—Gipsy Hill 3641 after 6 p.m. [2753 MAGNETTE Varitone, 2 months old, 3,000 miles; £100 under list.—Mee, Presteigne 386. [2512

1955, one owner, colour grey. £525; also 1957
M.G. A. £820; also immediate delivery new
M.O. A coupe.—Weybridge 3265.

M.G. MAGNETTE

1957 Magnette saloon. Varitone, all crimson. Alexander conversion, low mileage, staff car; MICHAEL CHRISTIE MOTORS, Bicester Rd., Ayles-bury, Bucks. Tel. 4727. [C1094]

1958 series M.G. Magnette varitone saloon, 2 greens, green trim, 5,000 miles; B.M.C. COLMORE DEPOT. Ltd., 178, Belgrave Gate, Leicester. Tel. 20117.

1958 Varitone, £100 extras, 8-valve radio, as new, 4,500 miles; £960.—Jackson, Crown Cottage, Little Missenden, Bucks. (2518

WM age 18,000; £715.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. station). Welbeck 1139.

1956 M.G. Magnette, black, 20.000 miles, on owner, immaculate; £785—Saul & Slatter Ltd., 44 Aldermans Hill, Palmers Green, N.15. For Lane 1066.

1954 M.G. Magnette saloon, maroon, H.M.V. reconditioned engine, tyres and appearance as new; £615—1'erkins Brothers, Wokingham 112.

1956 (May) M.G. Magnette saloon, in steel blue. Sports Cars. Lyndhurst Rd. Christchurch, Hants. Tel. Higheliffe 2275.

1954 M.G. Magnette. radio, heater, twin spots, washers, maroon, excellent condition, lady owner, bargain; £575.—Rhodes. Biddulph, Staffs.

1956 M.G. Magnette, one owner, black/green leather, 17,000 miles, immaculate; £825.— Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185.

1956 M.G. Magnette saloon in red with red uphol-defended by the stery, heater etc., an excellent ear.—For dealing please ring Mr. Fairclough, Wessex Motors, New St., Salibury, Tei, 327.

1955 series M.G. Magnette, black maro main owner, 23,000 miles, maintaine taxed; £695.—The Black Horse Garage, Ltd., Sheen Rd. Richmond 6441.

1957 M.G. Magnette Varitone saloon, finished it age, immaculate condition throughout,—Tel. Mr. Fair clough, Wessex Motors, New St., Salisbury.

1956 Magnette, one cwner 14,000 miles, A-type revuluable extras, unquestionably excellent £810; terms, exchanges,—Richards & Carr. Ltd. 55, Kinnerton St., Sw I Belgravia 3711.

206 miles only, completely unblemished and in loon, maroon with Kashmir beige top, maroon interior B.M.C. warranty; 995gns.; terms, exchanges.—Rowland Smith, below:—
725 leather, heater, creen washers, twin passlights, one owner, excellent condition, written guarantee; choice of 5; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead 504).

Tube), Hampstead 6041.

(C4018

1955 red upholatery, 22,000 miles only, one owner, fitted H MV. rad'o, heater, soot lamps and many other extras, this car is unblemished throughout and must been seen and tried to appreciate a really magnificent car: £685, terms and part exchanges arranged.

PAUL STREET GATAGE, Ltd., 20, Paul St., E.C. 2 Bishops date 6781-4. Nr. Liverpool St., Station or Moorgate Underground.

M.G. Magnette Cars Wanted

MAGNETTE Varitone wanted, low mileage.—E. Fish 220, Fossway. Newcastle-on-Tyne. (2527 NEARLY new or small-mileage M.G. Magnette wanted.—Green & Zonis, Ltd. 246-252, Deansyste, Machester, 5, Tel. Deansyste 5325-6. [W2026

K NIGHTSBRIDGE offer:-

1958 M.G. A. fitted with hard and soft tops, blue. 1, Roberts Mews. Lowndes Place, S.W.1. Sloane 4086. (C2035

J. DAVY, Ltd., M.G. agents.

1958 M.G. A. heater, extra side screens, Dunlop road speeds, 4,800 miles; £885. 180—184, Kensington High St., W.8 (Wes, 7181); 215, Brompton Rd., S.W.3 (Knl. 4215). [C1069]

CHIPSTEAD MOTORS Ltd., offer:-FIXED head 1957, one careful owner, many extras. 12,000 miles immaculate in white with red leather; 2895.—142. Holland Park Avenue, W.11. Park 5445-6, [CIO46]

1957 M.G. A hard top coupe, colour ivory, 9,000 miles radio and heater, unmarked; £895.
1956 M.G. A 2-seater, ivory/black leather, tonneau ally supplied by us; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

£750 -M.G. A 2-seater 1956.-Offord, 67, George 1956, W.1 Welbeck 6899.

M.G. A hard top coupe, red/black leather, 200 miles only; substantial savings at £995; exchanges, PRIDE & CLARKE, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251.

1956 M.G. A. 23.000 miles, exceptionally main-tained, excellent condition throughout, radio, wing mirrors, luggage grid, twin spots; £775.—L. Rus-ell & Co., Bexhill-on-Sea 485.

1956 M.G. A sports, ivory with red upholstery, healer, tonneau cover, luggage carrier, wing mirrors, one owner.—Mr. Fairclough. Wessex Motors, New St., Salisbury. Tel. 3275.

New St., Salisbury, Tel. 5275.

WM — 1956 M.G. A open 2-seater, black, H.M.V.
Tradio, mileage 18,000, virtually as new.
£755.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139,

1958 M.G. A coupe, in black with red hide, numer-ea.000 miles, one careful owner who is going abroad. £925.—Smith, 74, Boundary Rd., Carshalton, Wallington 2021.

1956 M.G. A. 20,000 miles. B.r.g. with green up-tyres, heater, screen washers, adjustable steering column, rad. blind and tonneau; £805.—P. W. D. Smith, Beston House, Knasford, Cheshire. [2862

Smith, Bexton House, Knu.sford, Cheshire. Levos. 895gns.—M.G. late 1957 M.G. A fixed head coupe, judges blue, grey leather, heater, screen washers, adjustable steering, luggage carrier, badge bar, radiator blind, criginal Michelin X tyres, one owner, 7,000 miles, spare unused, written guarantee; choice of 2; terms, exchanges.—Bowland Smith, below-terms, carbanges, 1958 M.G. A. Standard, and the standard of the control of the control of the carbanges of the control of

1957 (Sept.) M.G. A fixed head coupe. 6,000 miles. lin X tyres, heater, twin pass lamps, reversing light, roof spot light, screen washers, extra lugrage space, Haida speed pilot, etc., etc.; this car really has been carefully used, not raced, £945.—Finchley Motors, £5, Ballards Lane, N.S. Finchley 1965.

1957 (October) M.G. A drop head, black, red leather, mileage 1,436, not yet run in, complete with wire wheels, radio, low axie ratio, racing tyres, washers, luggage grid; sensible offer accepted; cost £1.175; would exchange for low mileage Morris 1000 4-door with cash adjustment. J. Whattler, Polperro, Rochester Rd., Gravesend, Kent.

M.G. MISCELLANEOUS

PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C5041

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.I. Grosvenor 4141.

1952 M.G. 1¹4 saloon, red, one owner, new engine unit, £465.—Gordon Wooderson, 48a, Drew-stead Rd., S.W.16. Streatham 8638.

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin, 3348.

1952 M.G. 14 Y.B., Br.r. green, recent replacement engine; £450.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. [C1116/1

1949 M.G. 114 Y saloon, black with red hide, a £375.—At Wellington Motors, 76, Wellington St. Luton. 50 minutes from St. Paneras, or phone Luton 8454.

M.G. Missellaneous Cars Wanted

ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. J. H. BARTLE!T. the M.G. buyers.—TC, TD. TF and M.G. A and YB models.—27, Pembridge Villas, [W1013

XXX Excellent cash price offered for g M.G. Midget.—H. F. Edwards, 154, G Titchfield St., London, W.1. Langham 0012. [W2

URGEN'ILY required, 1946-57 M.G. saloons and 2-seaters.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel High-cliffe 2275. M.G. Spares and Service

TOULMIN MOTORS

M.G. specialists.

SOLELY M.G. cars, sales and repairs; most compre-Solensive range of M.G. spares in the country, complete range of reconditioned engines always in stock, largest c.o.d. service in the country; open Monday to Saturday.

Monday to Saturday.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx. Tel. Hou. 2238 and 3456. [0349/R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London W.1. Gros 4141. London W.1. Gros 4141. [0505/R]

M. G. spares, most parts in stock for all models 1936 out the subservards, including valves, guides, springs, rockers, under the springs of the springs o

MORGAN

Distributors for Derbyshire and South York-shire, W. Machent & Son. Ltd., Lockoford Lane Garage, Stongravels, Chesterfield, Tel. 4615, Also Beauchief Garage, 157, Abbeydale Road South, Sheffield, Tel. 71025.

BASIL ROY, Ltd., require for cash or part excha-or any make.—161. Great Portland St., W. Langham 7733.

Mergan Spares and Service

PASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1
Langham 7735.

A1 at Brown's.

1957 (June) Morris Minor 1000, 2-door saloon.
gray, red interior, 12,000 miles only, indistinguishable new: 2575, BROWN, Ltd., 339, Finchley Rd., N.W.5.
Ham 2284, [C1025]

1957 Morris Minor convertible, ivory, red up-holstery, recorded mileage 12,075, heater; H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092 PHILIP RICKARDS, Ltd.

1956 (Nov.) Morris Minor 1000 2-door de luxe saloon, Clarendon grey, 9,000 miles.—4, Brick St., Park Lane, London, W.I. Tel. Grosvenor 4772-5.

G. S. HALL, Ltd., offer:-

1955 Morris Minor salcon, 2-door, black, heater; £495. 302-6. King St., Hammersmith, W.6. Riverside [C2100

J. DAVY, Ltd., Morris Agents.

1958 Minor 1000 2-door, 1,500 miles, £625; also 1957 at £575. 180—184, Kenimgton High St., W.8. Wes, 7181. 180—185, Brompton Rd., S.W.3. Kni. 4215. [C1069

R. S. CURRIE & Co., Ltd.

1956 Morris Minor Travellers car de luxe, Claren-many other extras, very well maintained car; £575.-105, Westbourne Grove, W 2. Bayswater 6085. [C1095

R S. CURRIE & Co, Ltd.

1955 Morris Minor convertible de luxe, Claret 1955 grey, ed interior: £460.—105, Westbo Grove, W.2 Bayswater 0085.

WARWICK WRIGHT, Ltd., offer:-

1950 Morris Minor tourer, fawn, beige uphoistery:
E350,
WARWICK WRIGHT, Ltd., 595, Edgware Rd.,
NW.2. Gladstone 0041.

WARWICK WRIGHT. Ltd., offer:-

1957 Morris Minor 1000 2-door de luxe saloon, green, green uphoistery, heater, 5,000 miles.

£655 Morris Minor Travellers car, green, green upholstery, heater, 16,000 mlies; £625, Warwick Wright, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050, (20045)

NAYLOR & ROOT, Ltd. (Established 1920)

55 Minor 2-door Clarendon grey/red, any trial; CLAPHAM Junction, S.W.11. Battersea 2252.

HENDON CENTRAL GARAGE, Ltd., offer:-

1956 (December 1955) Morris Minor 4-door de luxe: £510.—Watford Way, Hendon Central N.W.4. Tel. Hendon 8084-5.

1000 Minors 1957 2-door saloons de luxe. £575;
MOTORTUNE. Ltd., Jay Mews, Kensington Gore,
S.W.7. Knightsbridge 7771.

£485.—Minor 2-door saloon, 1956.—Offord, 67, 195 1955 Morris Minor convertible, one owner, 19,000

Miles, absolutely as new: £475.

SCOTT CARS, 341-347. Finchley Rd. Hampstead,
London, N.W.3. Hampstead 8676/7779. [4016

YES-but if it's Morris-it's Sparks of Streatham Hill, S.W.2. your main depot.-Tulse Hill 3434. [0812/R 1955 (January) Minor 2-door de luxe saloon. Glarendon grey, 12,000 miles, one owner; 1956 (August) Minor 56 one owner; £465.—Vandervell Bros., Ltd., Haverstock Hill, N.W.3 Swi. 4441.

MORRIS Minor 1000 de luxe 4-door, May 1958, 1,800 miles, as new, taxed; £635.—Tel. Silverthort.

MINOR 1000, 2-dr., d/l, 8,500 miles, unders radio, covers, other extras; £625,—Tel.

1952 Morris Minor convertible, one owner; £335 Green London, N.W.11. Speedwell 0011.

1957 Morris 1000 green saloon, 16,000 miles, ra heater other extras, good condition; £57 Tel, Arn 7087.

1957 Minor 1000 saloon, heater, choice of two exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2526.

dover, Hauts. 1et, Andover 2000, black, engine just re-1955 conditioned, in good order throughout; a genuine bargain at £440. J. URQUHART & SON, Ltd., Petersfield, Hants. Tel. 1863.

1956 Morris Minor convertible, Clar. grey/red, 13,000 miles; £525.—Dorking Motor Co., [C1088]

1957 (Oct.) Minor 1000 Traveller's de luxe, black excellent condition; £675.

KERRIDGE, Ltd., Alton 2224. [C3118] [C3118

1954 model Morris Minor 2-door, new engine, ex-

MORRIS MINOR

Morris Minor 4-door de uxe salcon, colour birch 2,000 mile only, Undersealed and taxed for year as new £695.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 6 am. 10 7 p.m.

£460.—1955 Morris Minor saloon, one owner miles recorded.—Pirbright Garage. nelds, S.W.18. Putney 5530.

1956 Morris Minor Travellers de luxe, excellent condition throughout. taxed; £585.—Kings Motors, 1. High St., Hounslow 3532/2559.

BROCKHAM MOTOR Co. offer from the largest selection in the South all with written guarantee

1956 2-door, 4 in stock; from £465

1956 convertible, as new; £465.

1955-6 4-door, 3 to pick from; £485. 1955 2-door, various colours; from £445

1954 2-door saloons several in stock; £435.

1956 Travellers, 2 in stock; £485.

87. Middle St., Brockham Green, Betch Surrey Betchworth 2210 and Dawes Green

£515 111-1956 Morris Minor 2-door, 0 purchased.-

MORRIS Minor saloon 1955 (Novembroadel, 15,000 miles, Empire green, warranty; £500.—Haskins, Ladbroke 1155.

1958 2-door saloon, fitted heater, 9,000 miles, £580; also 1955 2-door saloon, £475; also 1954-door, £460.—Weybridge 3265.

1956 Morris Minor 2-door saloon, in excellent condition throughout; £490.—Rey's Motors. Ltd., 73-75. Albany St., N.W.I. Euston 6994. [C4117

465 cns. — Morris Minor, 1956, saloon, heater, pass-guarante; terms, exchanges — Rowland Smith, below 315 gns. — Morris Minor, 1951, tourer, grey, very changes; list; open 9-7 week-days and Saturdays.— Rowland Smith, Hampstead (Hampstead Tube)

1956 Morris Minor convertible, 20,000 miles, one owner, colour grey: £495.—John Whalley Ltd. London Rd. Bishop's Stortford. Tel. 181-2.

1954 (Oct.) convertible de luxe, grey, condition, extras, genuine 17,000 going abroad; £430 for quick sale.—Sidmon

1955 (August) Morris Minor Travelle (Surrey), Ltd., Phoenix House, High St., S rey. Vigilant 0161.

1958 (May) 1000 convertible, black, 1 extras, under 500 miles; offered one till; £620 o.n.o.; week-days only; (Warw-Penny Compton 568. because rickshire). [2446

1955-56 Minor Travellers, heater, on exchanges.—Palmers, 3, Russell Gardens Me sungton, W.14. Park 9704

1957 Minor 1000 2-door saloons, low mileages, fr £595, 1967 convertible de luxe, 11,000 mil £585, 1985 2-door de luxe, £475 (B.M.C. warranties) Jarvis & Sens, Liberty 8221/Wimbledon 2526. [C26

1957 Morris Minor 2- and 4-door saloons, milea £595.—Lankester Engineering Co., Ltd., 39, Eden St Kingston, Rin. 3151.

MINOR 1000. March 1958, black 4-door saloon de luxe, heater, windscreen washers, taxed for year. 3,100 miles. as new, cost £720; bargain at £630.— Overton Motors, Overton, Hants. Tel. 296. [2419

1957 (May) Morris Minor 1000 4-dr. saloon, grey heater, screen washers, wing mirrors, on owner, maintained by us, low mileage; £615.—George Newman & Co., 569, Euston Rd., N.W.1. Euston 4468

1950 Minor convertible, Alta ohy, heater, due green-fawn. Vyanide hood. recondition 1957, fast, suit enthusiast; 2529—76, Carpenters Drive, Chorley Wood. Hertfordshire. Hat. 4807.

1955 Morris Minor Traveller's car de luxe, pale seat covers and wing mirrors, serviced an maintained by same B.M.C. agents who serviced an maintained new to its one original of the car brand new to its one original original with the car brand new to its one original original with the car brand new to its one original original with the car brand new to its one original with the car brand new to its one original ori

Merris Miner Cars Wanted
YOUR convertible wanted for cash.—Marble
Motors, Camberwell Green, S.E.5 Rodney

ROWLAND SMITH'S the Minor buyers; highest cash prices.—Hampstead High St., R.W.3. Ham. (W4018/R NEW Morris Minor saloon required; Travellers car considered.—Greenways, 81, Alresford Rd., Win-

1935 Morris eight, 2-seater, immaculate condition, new hood, licensed for year; £160 or near offer.—Wentworth 2146

£230 -1947 Morris 8 2-door saloon, beautifully kept car.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. C1167

195sns.—Morris 8 1946 Series E de luxe saloon, black, silding head, brown leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

MORRIS TEN

1947 model Morris 10hp saloon, sliding roof, loose covers, exceptional; £235,—Bridge Motors, [C1136]

195 gns. — Morris 10, 1946, de luxe saloon, changes, list; open 9-7 week-days and Satur Rowland Smith, Hampstead (Hampstead Tube), stead 6041. sliding Hamp-IC4018

MORRIS 10 1936, this car has been very well cared out; this fine family car, giving a genuine 33mpg, is finished in the original black and dark green cellulose with green leather interior; extras include demister and fire extinguisher, taxed, toois; £95 o.n.o.—Ewell 6559.

MORRIS COWLEY

1955 Morris Cowley saloon, blue; £495. MONTROE MOTORS (N. H. BOSWELL), 91-95 Buck-burst 1171-2

SPUR GARAGE offers:

1955 Morris Oxford, beige, one owner, virtually as pur GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20, Ltb, 4852.

H A SAUNDERS Ltd.

1956 Morris Oxford saloon black, red uphol-stery, recorded mileage 14.316, heater; £45.5 H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092

CROFTON GARAGES, Lid

1954-55 Morris Oxford Travellers, fitted heater, inished in grey; £525,—152, Whitechapel Rd., Eishopsgate 3393.

SEYMOUR & CLEMENTS, Ltd., offer:-

1955 (September) Oxford Travellers, a watford Way, Hendon Central, N.W.4. Hendon

TANKARD & SMITH, Ltd. (TOTTENHAM), offer: 1957 Morris Oxford saloon, black, red leather, heater, unblemished: £745—226-232, 246-248, High Rd., Loadon, N.15. Tot. 0415.

£410 -Oxford saloon 1953-4. -Offord, 67. George [C3115]

1951 Morris Oxford hire car, excellent order, pri-Jack WILLIAMS MOTORS, Ltd., Priory Rd., Hornsey, M.S. Mountview 5228.

1955 Morris Oxford saioon, one owner, extremely well maintained; £555.

JACQUIER, Ldd., 229, Ha-umersmith Rd., London, W.6. Tel. Riverside 6677-8.

1952 Morris Oxford, excellent condition: £425.— Robbins, East Putney. Tel. 7681. [C3010] QUICK sale 1949 Oxford, beige, clean and tidy; £275, 6. Station Path, 5taines. [264]

1956 Oxford Traveller, beige, heater, 18,500 mile

1955 one owner, low mileage, taxed year, £535: another similar, £510.—Weybridge 3265.

1956 (July), green, 10,000 miles, one owner; £655, -- Ing's Garages, Maidenhead 2149. (C2119

YES-but if it's Morris-it's Sparks of Streathan Hill, S.W.2. your main depot.-Tulse Hill 3434 1953 model Oxford saloon, heater, radio, most im-maculate; £455.—Bridge Motors, Leatherhead

1953 Morris Oxford traveller, immaculate, und sealed, heater, available end of July; 2495.

Oxford Travellers, 5 in stock; also 90 other types

—Pedigree Estate Cars, 540, Euston Rd., N.W.1

C399

1957 Morris Oxford saloon, one owner, grey with red interior; £795.—Pass & Joyce, 184, Great Routland St. W. Museum 1001.

xford saloon, oys Automob

1956 (Dec. '55) Morris Oxford Black Horse Garage, Ltd., 174-176, Sh mond 6441

MORRIS OXFORD

1956 Morris Oxford saloon, beige, one owner, 8.000 miles recorded, immaculate throughout; £650.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [2560

Morris Oxford Cars Wanted

ALMOST new Oxford required immediately.—Morley.

A Cambridge Rd., Kingston. Kingston 8985.
[W3016]

NEW Morris Oxford Traveller required, green pre-ferred; consider saloon,—Greenways, 81, Alresdord Rd., Winchester (W4067 Rd., Winchester), Royal Saloon, Salo

GLANFIELD LAWRENCE offer:-

1956 Morris Isis black, one owner, 29,000 miles; £565.—407, High Rd., N.12. Finchley 0091.

1955 Morris Isis saloon, grey; £575. MONTROE MOTORS (N. II. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buck-hurst 1171-2.

Isis Travellers, 4 in stock; also 30 other types.—
Pedigree Estate Cars, 540, Euston Rd., N.W.I.
Fuston, 7889

1956 Morris Isis, 20,000 miles, green, one owner; St., W.1. Langham 7733. [2584]

A UTOMATIC Isis de luxe, August, 1957, only miles; £950; B.M.C. warranty.—Jarvis & Liberty 8221/Wimbledon 2526.

1957 Morris Isis de luxe saloon, one owner, well maintained in original condition, Birch gres with red trim, guaranteed; £785, all facilities, part hanges. S. MONRO. Used Car Suecialists, Newbury Rd... Andover. Tel. 3095.

AZ MOTORS off: 1965 isis saioon, splendid condi-tion, unmistakable bargain, £525: also 1951 Morris 6 saioon, reconditioned engine fitted, snip, £295:—Palmerston Rd., N.W.6. Mai, 4725. [C1011

MORRIS Isis Traveller, 1956, full de luxe, heater, leather, town and country rear tyres, low mileage, one private owner, absolutely unmarked, cost £1.150, now offered at £695.—Richards (Ausmobiles) Ltd., 320, Harrow Rd., Wembley Wembley 6586 & 7.

MORRIS MISCELLANEOUS

PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C3041

ROWLAND SMITH'S. the Morris buyers, highest cash prices.—Hampstead High St., N.W.3, Ham. [W4016/R

Morris Spares and Service enuine spares and special services in the MORRIS genuine spares and service in the West End
S. MORRIS AND COMPANY, Cleveland Garage. [0342/R]

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [83054

BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High Rd., S.W.17

R HARDY & SON, 55, Marylebone High St., W.1.

Experienced for nearly a century, complete over-hauls and coachwork our speciality; exchange engine units, spares and accessories.—Hunter 0942. [0365/R

NASH

1950 Nash Ambassador, 30,000, overdrive, right-hand, duty paid, good condition; £575.— 205, Marine Drive, Saltdean, Sussex. Rottingdean [1934]

1956 Nash Rambier 6-seater saloon, seats fold radio, heater, air-conditioning, taxed, as new throughout. offers?—King's Motors, 1, High St., Hounslow 5532 & 2557.

OLDSMOBILE

OLDSMOBILE

1951-2 Oldsmobile automatic, radio, heater, immaculate.

SCOTT CARS, 341-347, Finchley Rd, Hampstead, London, NW 5 Hampstead 8676,7779, [C4016]

LEX, The American car specialists; see offer under Used American Car column, leading Carlotte, Lexington St., Piccadilly Circus, London, W.1. Gerrard, 8600. [0523/R]

AZ MOTORS offer 1949 Oldsmobile 6, one owner since new, radio, heater, unmistakable value; 2951—Palmerston Rd., N.W.6. Mai. 4723. [C1011

Oldsmobile Cars Wanted
THE Oldsmobile buyers.—See under American Cars SIMPSON'S.-Wem. 8691/3903/4422.

LEX—sole distributors in the U.K., require good used post-war Oldsmobiles.
LEX GARAGES, Ltd., 2. Lexington St., Piccadilly Circus W.1. Gernard 8600. [0971/R

REPAIRS and Service by Sole U.K. distributors LEX at 46-50, Gloucester Ave., Regent's Park.

PRIMROSE 0161.

10522/R

1955 Opel Rekord, over £100 worth of extras, and off-white, interior matching; first offer of £450, mo dealers.—Ring evenings, Mrs. Morris. Acorn 4975.

Opel Spares and Service

L ANCASHIRE, Cheshire and North Wales distributors
for service and spares.

A FREEMAN, Ltd., Grosvenor Garage, Burnage
Lane, Manchester, 19. Rus. 2874-5. [0515]R

PRIDE & CLARKE, Opel stockists; quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251.

OFFICIAL Opel Spares and Service Agents, B. & C. Concessions, Ltd., 46-50, Gloucester Ave., London, N.W.1. Primrose 0161.

PACKARD

JOE THOMPSON (MOTORS), offer:-

1940 Packard limousine, 7-seater; £295.

JOE THOMPSON (MOTORS), Ltd., 91-95, Fulham Rd., South Kensington S.W.3. Kensington 4858-9.

1948 Packard Clipper saloon, radio, heater, ser-owner, original condition; 2395; terms, exchanges. Palmers Motors, 5, Russell Garden Mews, Kensington, W.14 Park 9704.

THE Packard buyers.—See under American Cars. SIMPSON'S.-Wem 8691/3903/4422.

Packard Spares and Service
JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95 Fulham Rd., S. W. S. Kensington 4858.

EONARD WILLIAMS & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

Peugeet Cars Wanted

LOCKHART'S, the Peugeot distributors, urgently
require 205s and 405s.—12-16, Chiltern Rd., Dunstable. Tel. 114/1865. (W3122

PLYMOUTH

1955 Plymouth, right-hand drive, automatic transmission, radio and heater.
SCOTT CARS, 541-547, Finchley Rd, Hampstead, London, N.W.S. Hampstead 8676/7779. [C4016

THE Plymouth Cars Wanted
THE Plymouth buyers. See under American Cars. SIMPSON'S.-Wem 8691/3903/4422

PONTIAC 1949 Pontiac convertible, power hood, radio, heater, excellent condition; £465.

SCOTT CARS. 341-347. Finchley Rd. Hampstead. London, N.W.3. Hampstead 8676/7779. [C4016

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U.S. CONCESSIONAIRES, Ltd., Pontiac Works,
Jubilee Place, Chelsea, London, S.W.3. (Tel. Flaxman 7752-5-4).
SOLE distributors Great Britain for Pontiac cars and
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PORSCHE

SKELLYS OF MOTHERWELL Ltd.

1957 (May) 1600 Forsche Super saloon, blue/red new (cost new, approx. £2,300), price £1,695, ex-changes welcomed, etc.—Skellys of Motherwell Ltd Tel. 1560.

CHIPSTEAD MOTORS, Ltd., offer:-

SPIDER 1500, actual 1956 Show car, one careful Sowner since new maroon with black teather, dual exhausts, twin spots, Michelin X, etc., reputed 115 m.p.h. A. 2656 minutained.

1600 white with chrome wheels, radio, etc., specimen: dual exhaust: £1,395.—142, Holland Park Ave., W.11 Park 3445-6.

V&F MONACO MOTORS, the Porsche specialists,
Offer:
1955 1500 fixed head coupe, metallic
dition throughout: £1,275.
V&F MONACO MOTORS. Showrooms: 363.
V&F Pulham Rd., S.W.10. Flaxman 4536 Service: Fre 4414.

1956 (June) Porsche 1600 coupe; £1.525; new coupe for immediate delivery.—Litherland Motors, Liverpool, 21. Tel. Waterloo 2484.

1957 model 1600 Porsche Super, fitted latest 1958 bearings. exhaust system, wheels, etc. Webaste roof, many other extras. 6 200 miles: £1,595 WOKING MOTORS (MAYBURY HILL). Ltd.. Woking, Surrey. Woking 4277.

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REQUIRED urgently 1600, drop head preferred.—
Chipstead Motors, Ltd., 142, Holland Park Ave.,
W 11 Park 3445/6. XXX Excellent cash price offered for good Porsche. H. F. Edwards, 154, Great Titch-leld St., London, W.1. Langham 0012. [W2003

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PRIVATE buyer requires good 28.8 Railton saloon or coupe.—Full details to Richards, South Lodge, Putney Park Lane, London, S.W.15. [23:)6

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1956 750; £450.

1955 750 spot lights, roof rack; £450. 1957 Dauphine, sun roof, unmarked; £625,—John-Ravensbourne 8841. (C2073

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1957 Dauphine saloon, finished red, 11,000 miles;

1956 Dauphine, beige; choice of 3 from £665. 1956 750 saloon, fitted automatic clutch, finished 1955 750 saloon, small mileage, blue; £475.

1955 750; £450.

1954 Renault Fregate, blue; £595.

1954 Renault 750, grey; £435.

1953 Renault 750; £365.

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1955 Renault Fregate, outstanding condition; 500 conditio

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1957 Renault Dauphine saloon, grey, blue uphol-stery, recorded mileage 5,851, heater; £645 H A. SAUNDERS, Ltd., 856-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4094] J. DAVY, Ltd., Renault agents

1957 Dauphine, sun-roof, one owner, excellent condition: £595.
180-184, Kensington High St., W.S. Wes. 7181, 215, Brompton Rd., S.W.5. Kni. 4215, [C1069] WARWICK WRIGHT, Ltd., offer:-

1957 Renault Dauphine (Ferlec clutch) saloon, grey, blue upholstery, heater, 4,000 miles; Wood Rd. London, N.W.8. Cunningham 6050.

Brown's Garage (LOUGHTON), Ltd.

1956 Renault Dauphine de luxe, 7.000 miles only; Ltd., High Rd., Loughton. Tel. Loughton 6262. (C1034 RICHARDS & CARR, Ltd., are always best value.

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£595.

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1955 6thed covers; £445.

1955 almost unmarked: £585.—35, Kinnerton St., Estavolument, C5045.

1956 Dauphine automatic. superb: £665.—Below. 1955 (June) 750 saloon, sliding roof, radio, etc., excellent; £485.—Robbins, East Putney. Tel.

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PART exchanges welcomed; hire purchase arranged; immediate insurance cover.
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£655 -Renault Dauphine, 1957.—Offord, 67, George [C3115]

1956 Renault Dauphine, 7,000 miles, green, as Michael CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

RENAULT Dauphine, sun roof, red, 3,000 miles only: £719; exchanges, terms.

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Ambassador 8266.

1952 Renault 750 saloon; £325.—Le Grice Elers. 107, Old Brompton Rd. S.W.7. Kensington

1958 (February) Renault Dauphine, red, 2,0 miles, next to new; £695; exchanges, deferr JOHN S TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274,

£615 -1957 (July) Dauphine, red, one owner, wireless; terms; exchanges.—Lockhart's, 12-16, Chiltern Rd, Dunstable. Tel. 114/1885. (C3122

WELHAM'S Renault sales and service, Surbiton Hill Rd. Surbiton, Surrey. Elmbridge 1873.

DAUPHINE 1957 saloon, Ferlec clutch, red. taxed year, 7,000 miles; 2750, saloon de luxe, 1957, many extras, taxed; £520.

750 saloon de luxe, 1956, green, taxed; £520; choice of many colours.

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1957 Renault Dauphine, 2-pedal control, 7,000 miles radio, taxed, as new throughout, E685.—Kings Motors, 1, High St., Hounslow, Tel. 5532/2599.

1958 (Dec., 1957) Renault Dauphine de luxe saloon, red, one owner, 6,600 miles; £685.—George Newman & Co., 369, Euston Rd., London, N.W.I. Euston 4466.

1958 Renault Dauphine, red with black uphoistery, Michelin tyres, Ferlec clutch, windscreen washers, 1,500 miles only; £699; terms, exchanges.—Tel Molesey 5520.

AZ MOTORS offer 1952 750 saloon, completely overhauled, bargain; £325! also 1955, genuine 19,000 miles only, one owner, £425!—Palmerston Rd.. N.W.6. Mai. 4723.

J. H. BARTLETT.—Renault Dauphine, 1986, one owner, 9,000 miles, specially tuned and prepared, superb performance, radio, almost unmarked, £575.— 27, Pembridge Villas, W.11.

PARNEHURST GARAGE, Ltd., always have a large selection of guaranteed used Renault cars.— Barnehurst Garage, Ltd., 1-9, Barnehurst Rd., Bexley-heath, Kent. Tel. Bexleyheath 725 and 9159, [0134/R

WALTER SCOTT, Ltd.—1957 Dauphine, beige, 10.000 miles, unmarked, £615; also 1955 750, blue, 19.000 miles; £415, one owner cars.—39, College Cres., N.W. 3. (Swiss Cottage Tube). Pri. 4466. [C4006

1955 Renault 750cc saloon, first reg. October, tyres and engine check 1,000 mls. decoke, new Catley, 44, O.M.Q., R.A.F. Locking, Weston-Super-Mare 2560, ext. 78.

295gs.—Renault 750 late 1952 saloon, grey guarantee; choice of 4; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamp-stead (Hampstead Tube). Hampstead 6041. [C4018

1957 Dauphine, red, twin carburettors, high per-formance conversion, lowered suspension. Michelin X tyres, special instruments, Philor radio, latest heater and wheels, 11,000 miles, an outstanding and absolutely immaculate car; 2755,—565, Pulham Rd., London, S.W.10. Tel. Flaxman 4536.

480 A. London, S.W.10. Tel. Fiaxman 4050.

4465 — Renault 750 1955, most superb example, golden bronze, special interior, countless extras, heater, pots, washers, etc.; nominal mileage; unrepeatable; many others; A.A. or R.A.C. exams, welcomed; exchanges, h.p.—Benmotors, I, Clarendon Rd, W.11 Park 5066-7. (50 yds. Holland Park Tube.)?

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ROWLAND SMITH'S, the Renault buyers; highest
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[W4018.78]

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Dauphines and Fregates are always required by: Alpine Bushey Garages. Ltd., Bushey derts. Bushey 5282-3. [W1119]

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£675.—Riley Pathfinder, heater, reg February, '55.

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1958 Riley 1.5 saloon, fitted heater, screen spray, ase under 4,000; E855.

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1958 Riley 2.6 saloon, finished in duo blue, gre; upholstery, whitewall tyres, automatic geal box, 100 miles only, a bargain at £100 under list price

1955 Riley Pathfinder, Woodland green, fitted 102. London Rd, and High St., Kingston-on-Thames. Kingston 3348.

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1953 24,-litre, heater; £600.-47, Montrose Place. [C3008 CENTRAL GARAGE (CROYDON). Ltd.

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1953 lu-litre Riley saloon, 35,000 miles only, two owners, many extras; £595. A ND a selection of pre-war models.

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[C2075]

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1937 Riley Nine Monaco, excellent all round condition; £130.—63, Cotton Hill. Bromley. [268]

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1954 (June) Riley 1½-litre saloon, black/green as new green leather, heater, etc., one owner, almost

as new; £695.

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26,000 miles only, all original tyres, specimen car; £695.

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1949 model Riley 21 litre, excellent condition of the condition way Motors, 593-395, H don Way, N.W.4. Hen. 8011.

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1955 Riley Pathfinder, low mileage, excetient con-dition throughout, £695.—Sidney Marcus, Ltd., 55, Sloane St., S.W.I. Tel. Belgravia 3721.

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1958 Riley 1.5 saloon, grey, und lamps, taxed, immaculate miles: £835.—Cattermolea Garages, tonville Rd., N.1.

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1957 (Sept.) Riley 2.6 saloon, overdrive, cost £1.500; also new one availabechanges, etc.—Wessex Motors, Ltd., Andover, Tel. Andover 2326. £1.195, le; ex-Hants, | C4087

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1935 25hp Rolls-Royce owner-driver saloon by Barker black with blue upholstery: £435.

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1939 Wraith sports salovn, modern post-war styled coachwork, works hecked, fitted all extras;

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PRANCHES in London; Surrey; Hollywood, U.S.A.; Hawaii, Honolitiu, Genriage for disposal, 1935 model Pl1 sedanca de ville by H. J. Mulliner; beautifully painted in olive green with luxurious appointed suede leather interior, fitted with disappearing open search instruction book, six new tyres, 59,000 miles only since new; this magnificent Rolls is in Concours condition throughout.

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Sloane St., S.W.1. Sloane 9288, [C3060

COMMERCE MOTOR Co., Ltd., offer;-

1956 Rolls-Royce Silver Cloud automatic saloon, with grey hide interior, H.M.Y. radio, taxed, fault-lessly maintained regardless of cost by one fastidious owner, and having full 1958 modifications; a distinctive motor car in mint condition; £3,850; terms, exchanges welcome.—357, Euston Rd., London, E.W.Ł. Tel. Euston 7277.

MOTORS & PLANT (PETERBOROUGH), Ltd.

1937 Rolls-Royce 25/30 sports saloon by Barker, biack, chauffeur maintained, in excellent order; £695.—Newark Rd., Peterborough, 7el, 5558,

CHARLES FOLLETT, Ltd., officially appointed Rolls-Rovce and Bentley retailers and repairers, offer:

1955 finished special shade of blue, grey leather, centre armersts to front seat, supplied by us, 19,000 miles only, most attractive car; £3.850 miles only fine shade of blue, grey leather, control seat, supplied by us, 19,000 miles only, most attractive car; £3.850 miles only fine shade of the covers, belief the covers, dater, indic, one owner to whom we supplied; £1.875.

HOWROOMS: 16, Berkeley St., London, W.1. May-Service: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

A & S Ltd.—Selection of seven passenger 50hp
A LPE & SAUNDERS, Ltd. (Limousines providence Court. North Audley St. (Near Selfridges) Mayfair 2941.

HEARSES, brochures available, we are building de and bearers on the 30 h.p. chassis, inspecti

A LPE & SAUNDERS (COACHBUILDERS). A Station Approach, Kew Gardens, Richmond

1955 Rolls-Royce Silver Dawn automatic saloon duo-silver/blue, beige hide, 36,000 miles, one CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. [C1048]

25/30^{HP} 1937 (Aug.), roomy owner-driver Hoo saloon: £495.—Lawton-Goodman. 1 Cricklewood Broadway, N.W.2. Gladstone 2226. (C2)

1939 Wraith 7-seater Park Ward limousine, leather throughout, electric division, 50 miles since

1973 throughout, electric division, 50 miles since engine overhau!
1935 20/25 Park Ward 7-seater Hmousine, swept back winding division, leather throughout.
1936 20/25 Hooper 7-seater Hmousine, forward seats meet, like new; all at bargain prices.—Canth. Riverside 7044.

ROLLS-ROYCE 25/30 1938 sports saloon by Hooper, in black cellulcae, brown leather upholstery, whole car in first-class condition; £775.—Tel. Chorleywood 20, [2659]

EDWARDS & Co. (COACHBUILDERS), Ltd., Bourne-mouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers: reliable used cars in 14264

ROLLS-ROYCE 20, fitted 1938 replica 4 light sports saloon, swept back, rear boot, magnificent car: £275; photos.—154, Lancing Rd. Orpington Tel. [C11e2]

ROLLS-ROYCE, 1927. with Barker open touring body official name "Rural Rita", this car has wen go by the company of the car has wen go by the company of the car has wen go by the car has wen go by the car has been company to the car has been company to the car has been company to the car has been car had been car had

1956 Silver Cloud, velvet green grey, full Rolls-Royce history, beautifully maintained; £4,250.—Sidney Marcus, Lt1. 53. Sloaue St., S.W. 1. Tel. Belgravia 3721.

1956 (October) Rolls-Royce Silver Cloud, duo grey, with blue leather upholstery, this car is a magnificent specimen; 25,985.—Francis Motors, 595, Humberstone Rd., Leicester.

SOUTHERN MOTOR COMPANY specialise in the sale and purchase, also maintenance of Rolls-Royce cars, and usually have a few models in stock.—Low-field Heath, Nr. Crawley, Sussex. Tel. Crawley 437, 10534

1935 Rolls-Royce 20/25 with 4-door saloon body by Hooper, owner-driver car with bucket seats and boot.—For full details please write or 'shone Mr. Moules, Wessex Motors. New St., Salisbury, Tel. 5275.

1954 model Rolls-Royce Silver Dawn, automatic gear change, spare tyre unused, 15,000 miles, silver grey with red hide upholstery, chauffeur driven, excellent condition, one fastidious owner; £3,250,107,000 miles, 250,000 miles, 251,250,000 m

CASS'S MOTOR MART have in stock a selection of pre-war Rolls-Royce saloons, coupes and limousness in outstanding condition serviced and renovated, with manufacturers history and written guarantees; from £350 to £1,150.—5, Warren St., W.I. Euston 4110/3523.

ROLLS-ROYCE 20/25, with saloon coachwork by Croall of Edinburgh; first registered March 1954; black with brown leather upholstery, exterior mounted twin horns and spotlamp; in very good condition throughout; further details and photograph upon request.—Arthur Mulliner, Ltd., Bridge St., Northampton, Tel. 907.

XXX 1948 (October) Rolls-Royce Silver Wraith saloon, finished in black with rich red leather interior, heater, radio, clock, sliding roof, pass light, this car is in really magnificent condition throughout and has an interesting registration no. we are asking £1.595, terms, exchanges.—H. F. Edwards. 28-34, Upper High Sc., Epsom. Tel. Soil. [C2001

JACK ALPE offers a selection of privately owned IMOUSINE. late 1938, 25/30 Thrupp, swept tail, cloth rear wide occasionals, heater, private, black;

Loloth rear wide occasionals, heaves, privace over 5770.

IMOUSINE, 1937, 25/30 Rippon, forward occasionals, swept tail, cloth rear, heater, one private owner, 67,000 miles, black; £690.

IMOUSINE, 1936, 29/30 Park Ward, leather imoughout wide forward occasionals, swept tail, privately owned, 45,000 miles, excellent Rolls history, black; £695.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker St. Station). Weibeck 1124.

[C1105]

Rolls-Royce Cars Wanted

CASS'S MOTOR MART require good Rolls-Royce.-5. Warren St. W.1. Eus. 4110/3523. [W1040

1938 25/30 O/D saloon, essential no division and low mileage.—Box 7202. [2625] ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

MASCOT MOTORS, Ltd. effer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007

ROLLS-ROYCE wanted by enthusiast, pre 1938, any model, vintage acceptable.—154, Lancing Rd., Orpington. Tel. 22433.

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces -53, High Rd., Byfleet, Surrey. [W1091

A LPE & SAUNDERS, Ltd., require Rolls-Royce Limousines Good prices for cars in above average

A&S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [W1006 XXX Excellent cash price offered for good Rolls-Royce.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

GENTLEMAN wishes to purchase privately pre-war Rolls, post-war considered.—Full details to 1, Mickleton Rd., Coventry.

GEORGE NEWMAN & Co., purchase for cash post-war, Rolls-Royce cars,—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). (W2025

WANTED by private advertiser. Herefordshire, pre-1936 20-25hp Rolls-Royce; please give full par-ticulars with photograph if possible.—Box 7145.

JACK BARCLAY (SERVICES), Ltd. See page 83. CHARLES FOLLETT, Ltd., officially appointed re-failers and repairers.
SHOWROOMS.—18 Berkeley St., W.1. Mayfair 6266.

SPARE parts. SERVICE.—Barnsdale Yard, off Elgin Ave., W.9. Tel Cunningham 5936-7-8.

A LL spares, new and second-hand for all pre-war Rolls-Royce care; all repairs and service,—Comp-ton, 69 Westow St., Crystal Palace S.E.19. Liv.

ROVER 10, 12, 14, 16, 20

325gns.—Rover 12 1946 de luxe saloon, black, slid-guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamp-stead Tube). Hampstead 6041.

ROVER 10, 12, 14, 16, 20

ROVER 10, 12, 10, 10, 20

Rover 14 freewheel saloon, much above average, 255 just spent, steering, springs, shock absorbers, etc., 2 owners only, shining original black cellulose chrome, brown leather interior, all instruments including clock working, majority original tools, handbook, drawbacks, 2 tyres not so good and a little work could be done on the back wings but this is a most reliable comfortable quality family car; price 1logna—Webster, Ashgrove, Knockholt (Tel. 3268), Kent. [2504]

ROVER 60

TOM GARNER, Ltd., offer:

1956 Rover 60 saloon, black, heater, 20,000; £995. TOM GARNER, Ltd., 10-12. Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

TRADE buyers only: 1954 Rover 60 saloon, black, red hide, one owner, excellent condition; £650. OHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.lla Bayswater 4274.

1956 Rover 90, overdrive saloon, duo grey, red hide upholstery, bucket seats, H.M.V. radio, loose covers, very well kept, £1.075.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. [C1048

PRUTONS.—1954 (December) Rover 60, 1955 series, grey, 24,000 miles, guaranteed, one owner, fault-less, taxed, loose covers; £895.—34, Beckenham 84, Beckenham 9201.

JACK ROSE, Ltd., offer: 1958 Rover 60, in blue, a genuine car for the Rover connoisseur; accept £1,095.—Stafford Rd., Wallington, Surrey. Wallington [C3066]

HATTON, Birmingham.—1955 60, duo-grey, one owner, 1949 60 sports saloon, green, 1955 90, green/green, one owner; new 1055, dove grey, red leather; immediate delivery; terms, exchanges; distance no object.—Tel. Midland 2437. Hatton Motors, Ltd. 71, Broad St., Birmingham

71, Broad St., Birmingham

Rever 66 Wanted

ALMOST new Rover required immediately.—Morley,
76, Cambridge Rd., Kingston. Kingston 8885.

[WS016] PA 76, Cambridge Page 17 Page

ROVER 75

DIXON'S GARAGES (PUTNEY), Ltd., offer:-

1955 Rover 75, one owner, immaculate, finished black, green leather, 32,000 miles; £885,...

1952 (August) Rover 75, blue, 39,000 miles only £620.—Eton Garages, Windsor 2782. [2598]

1954. floor gear change, immaculate car, taxed year: £765.—Weybridge 3265. [C1143

1954 Series Rover 75, black, excellent order. 2785.—Odeon Motors. Ltd., Bar. 1144. [C3028] 1953 Rover 75, radio, heater; £695.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9.

ROVER 75, 1954 mdl. saloon, black, in immaculate condition; £695.—Mayfair Carriage Co., Ltd., Canons Corner Garage. Sto. 9600. [2621

1951 Rover 75 saloon, well shod, ex. cond., nominal mileage, black red; £525.—Dorking Motor Co., Ltd., 2256 Dorking.

£625 —Royer 75 1952, black and immaculate in co., Ltd., Raton Scor. 236 (8t. Neots). [C2114]

TOM ALLERY AUTOMOBILES.—1951 Royer 75, radio. heater, one owner, immaculate condition throughout; £525.—68, Hill Rd., Wimbledon 3948. [C1151]

1955 Rover 75 salron, black with grey leather later on one owner; a specimen offered at Romford, Easex, Romford 5542. (C3116 1956 owner, 18,450; inclusive cost new was over 1,450. The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441.

Sheen Rd., Richmond 944.

375 ms.—Rover 75 1949 P3 de luxe saloon, black, sliding head, maroon leather, I.P.S., excellent condition; written guarantee; terns, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith. Hampstead of Utber. Hampstead 604, marging 1004, marging

BRUTONS want low-mileage Rover 75.—34. Becken-ham Rd., Beckenham 9201. [Willo4a A LMOST new Rover required immediately,—Morley,
76, Cambridge Rd., Kingston. Kingston (W3016)

BAKERS OF READING, Rover distributors, require good second-hand Rover 756.—Tel. Reading 3976.

XXX Excellent cash price offered for good Rover 75.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

ROVER 90

COACHCRAFT offer:-

2995 —1956 model 90 saloon, overdrive, heater, one order throughout; A.A. or R.A.C, inspection invited: terms to suit and exchanges.—Coacheraft, Elm Rd., Evesham. Tel. 2773. TACK SMITH offers:-

1956 Rover 90 saloon, overdrive radio, taxed, ear, outstanding car; £1,085.—23, Bruton Place. Berkeley, W.1 Tel. May-fair 0661.

H. A. SAUNDERS, Ltd.

1956 Rover 90 saloon, cream, red upholstery, re-corded mileage 16,083, heater, overdrive; H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

RUSSELL MOTORS offer:

1956 Rover 90 one fastidious owner only, genuine mileage, radio, heater, supplied and main-R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060

H. A. SAUNDERS, Ltd., offer:-

1956 (June) Rover 90 saloon, beige green green only completely specimen: £1.165.
SAUNDERS guaranteed for 6 months.—Austin House, S London Rd., High Wycombe, Bucks, High Wycombe (2716)

H. BEART & Co., Ltd., offer:-

1955 Rover 90 black, fitted radio, beautifully maintained by one careful owner; 2995, choice of 2.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3348.

CHARLES FOLLETT, Ltd., offer:-

1956 Rover 90 salvon, overdrive, black, red uphol-serviced; £1,125.
SHOWROOMS: 18, Berkeley St., London, W.I., May-fair 626 Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5956. [C2010

TAMES TAYLOR AUTOMOBILS offer:-

1955-6 Rover 90 4-door saloon in Connaught year, just as a new unused car; £995.—Findon Rd., Worthing, Sussex. Findon 3022.

BOON & PORTER, Ltd., Rover agents.

1954 Rover 90, black, radio, 42,000 miles; £ Castelnau, S.W.13 (nr. Hammersmith Br

WEYBRIDGE AUTOMOBILES offer:-

1956 model (October '55), Rover 90 saloon, black with red interior, one owner, 15,000 miles only; £1.075.

WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens
Rd. Weybridge, Surrey. Weybridge 2233, extn.
[C4094]

HENLYS offer with 4 months' guarantee:-

1955 Rover 90 saloon, one owner, black with red interior; £945. HENLYS. Ldd. Parkway, Regents Park, N.W.1. [2751]

1955 Rover 90, black, red leather; £975.—Odeon [C3028]

1956 model Rover 90, radio, heater, one owner, superb condition; £1,125.—Below.
1957 Rover 90, 2-tone grey, extras, superb condition; £1,295.—Robbins, East Putney, Tel.

1955 (Sept.) Rover 90 saloon, black, with red un-marked: £985. M. J. HUGHES, Ltd., 19 The Highway, Beacons-deld. Tel. Beaconsfield 644.

1955 Rover 90 saloon, duo grey/red leather. H.M.V.
RIPCO. Ltd., Providence Court. North Audley St...
W.1. Hyde Park 2952-5. [C5052

ROVER 90 saloon, blue, 1956, fitted radio, etc. taxed to Dec., excellent condition, one owner; £1,095, HUXRAM'S, Life, reas Hill Garage, Parkston, Dorset, Tel. Farkstone 2.

1957 Rover 90. sage green, 9,000 miles, £1.275;
PLIJOTTS OF BIDEFORD, Tel. 744, Rover distributors.

L butors.

1958 Rover 90: list price.—Farnham Motor Co.,
Color St., Farnham. Tel. 4873-4.
(C2110

1956 Rover 90, radio, heater, immaculate; £1,095.

don N.W.9.

1954 Rover 90 saloon, immaculate, one owner, 254 £745.—Castle Street Motors, 5, St. John's Rd. [C1169]

Hove 70586. Rover 90, grey, 25,000 miles, radio, loose obscores, one owner, immaculate; £975...

Dobsons, Ltd., Rover Agents, Staines 801. (C1074

1957 Rover 90, one owner, 10,000 miles, radio, as the stain By-Pass, Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081

1955 Rever 90, in immaculate condition H.M.V. radio, mileage 22,000 only; Pinner Motor Co., Ltd., Pinner 456,

1954 Rover 90, duo-grey with red leather interior, an immaculate one-owner car; £775.—Park-house Car Sales Co., 289, London Rd., Romford, Essex. Romford 5342.

1955 Rover 90 saloon, black with green upholster tee: £895.—University Motors, Ltd., 80, Piccadilly, W. 1 Grosvenor 4141.

Grosvenor 444.

ROVER 90, first reg. Sept. 1954. blue. H.M.V. radio, whitewalls, mirror, loose cover, perfect condition, just checked by makers, carefully maintained and housed in the country, for sale privately; £795.

Gaywood, 44. Essex St. W.C.2 Tem. 3567 [2874

£660'!!-1954 (July) Rover 90 saloon, grey, re-owner, low mileage, unmarked and immaculate; terms -Tel 6895 Gatley. 16, Tockington Rd. Gatley

£985 111-1955 Rover 90 saloon, one owner, very heater, sereen washers, Ace Rimbellishers and we spotiatings, try and outself to the cheapest Rover 90 on offer—Jenniuss, Richmond 3388.

1958 (series) 14/11/57 Rover 90 saloon de luxe, heater, spotlights, etc., one owner, taxed year, toda mileage 5.500, in new condition throughout and guaran-

Lee; £1.275.

ALTWOOD GARAGE, Altwood Rd., Maldenhead. Tel.

Littlewich Green 70; evenings and week-ends,

[C1107]

Rover 99 Wanted

ALMOST new Rover required immediately, -- Morley, 76 Cambridge Rd., Kingston, Kingston 8885. BAKERS OF READ'NG, Rover distributors, require good second-hand Rover 90s.—Tel. Reading 5976.
(0157/R

ROVER 105

TACK SMITH offers:-

£1375.—1937 Rover 1058, black/red, overdrive, proton Place, Berkeley Square, W.I. Tel. Maylair [70403]

H. A. SAUNDERS, Ltd.

1957 Rover 105R saloon, black, tan upholatery, H. A. SAUNDERS, Ltd., 856 692, Righ Rd., North Finchley, N.12. Hillisde 5272 t6 lines), [C4992]

1957 Rover 1058 saloon, radio, one owner, black
HENLYS, Ltd., Henlys Corner, North Circular Rd.,
N.W.11. Please ask for Mr. Edwards. Finchley
0081/9782.

19782. 19782. 1978 Saloon, black, new condition, spalding, Linca. Tel. 5221. 19209
1957 Rover 1058, black, overdrive, immaculate, one owner car; £1,295.—Martin, Station Rd., Seaham 5214, Co. Durham. 12522. 1958 series 1058, finished in green with green green with green supplied and maintained by us, 6,000 miles only.—£1,495.

K J MOTORS, Ltd., Bromley. Ravensbourne 3456.

1957 Rover 105R saloon, one owner, 14,000 miles, 21,295.—Clayton's Cars (London), Ltd. 17. Bruton Place, London, W.I. Hyde 9184

OVER 105S overdrive, grey, red interior, radio, one owner, as new, 8 months old, 7,000, taxed year, 21,445; woulf consider tean Land-Rover hard top as part exchange; seen by appointment after 14th.—Ox, 100, Willoweroft Rd. 4 pondon, Derby (52,2544)

Rever 195 - anted

Brutons want low-mileage Rover 105.—34. Beckenan Rd., Beckenham 9201

ALMOST new Rover required immediately.—Morley.
75, Cambridge Rd., Kingston. Kingston 8885.
[W5016

Rever 69, 75, 39 and 195 Wanted ROWLAND SMITH'S, the Rover buyers, highest cash prices.—Hampstead High St., N.W.J. Bam 6041, W9018 R

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [W2028]

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EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 5 months' specific guarantee.— Feans (Wimbledon, Ltd. Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5, [0195/R

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[2022]

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1955 Land-Rover, new condition, one own 1952 Land-Rover, 265; 1950 La £175.—H. Leverton & Co., Ltd., Broad St., Tel. 3221.

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer immediate delivery of the new series Land-Rover; selection of used Land-Rovers, 6 months' guarantee. h.p. and part exchange; write for details.—South Woodford, London, E.18. Wanstead (72009)

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REQUIRED privately, immediate cash, Land-Rover s.w.b. station wagon.—Full details to P.O. Box 8. Woking. Woking 4276.

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HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0001)

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'55 Rover 60, black, 30,000 miles: £850,

HIGH RD., Wembley, Middx. Wembley 8787.

THE Dome.

'55 Rover 90. duo-grey, heater: £975.

GREAT West Rd., Brentford, Middx. Ealing 2271. T. John's Wood.

56 Rover 60, grey: £995.

41 -47, St. John's Wood Rd., N.W.8. Cunningham FOUR months' warranty.

LEX

Rover Miscellaneous Cars Wanted
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cash prices,—Hampstead High St., N.W.3. Ham.
[W4015/R

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A NTHONY CROOK —All new Simcas from stock, incuding VB Vedette, Chambord, black/grey, Oceane convertible 2-seater, ivory, Grand Large Special, red/grey, Montlhery 4-door saloon, red, another ivory, Elysce 4-door, red (ar pre-increased price), another ivory, Aronde 1900, % in p.h., 57 mp.s., video heads (279), several used cars including 1957 Elysce, 2000 miles; 1956 Elysce; 1955 Aronde (choice of 5); factory trained staff, specially equipped works, all spares from stock, Abarth exhaust systems, etc., shortly available; distributors—Althonomabout, Herbann, Nr. Walton-on-Thames (Walton 687), 20 minutes Waterloo. [C1063]

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1958 Elysee saloon, genuine 3.500 miles, black, as 1957 elysee raloon, one owner, green, 15,000 miles, 1957 heater, underseal; £795, eater, underseal, superb; £695, eater, underseal, superb; £695, aronde saloon, grey, radio, heater, 23.000 miles; £525, 35, Kinnerton St., (53045) elegravia 3711.

FOR your new and used Simca, we shall be pleased to demonstrate and quote you on your exchange, remember we are enthusiasts as well as agents.hester, HUXFORD & SON, Ltd., West St., Portchester, Lance, Cosham 76770.

4.45gns—Simcs Aronde 1955 sports saloon. blue/
written grey red interior, heater, excellent condition;
written grey red interior, heater, excellent condition;
written grey red interior, heater, excellent condition;
week-days and Saturdays—Schalber in Colors
(Hampstead Tube). Hampstead 6041.

1958 Montlhery de luxe saloon, 4,000 miles, Flash
engine, burgundy, beige interior beautiful
condition, owner unexpectedly called overseas; £845—
Mrs. Tipp c/o Elmer Garage, Middleton-on-Sea 557,
Sussex. No dealers.

Sussex. No genera.

Simca Cars Wanted

1955 and later models urgently wanted.—35, Kinnerton St., S.W.I. Belgravia 3711. [W3045]

ROWLAND SMITH'S, the Simca buyers; highest cash prices.—Hampstead High St., N.W.S. Ham. [W4016.78]

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LEX NORTH Cheam.

GAZELLE Series I convertible works mileage, choice of colour; under list price.
'56 Gazelle saloon, Windsor blue, heater, windscreen FOUR months' warranty.

LEX GARAGES, Ltd., 585, London Rd., North

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ENGLAND'S largest Rover distributors.

DEVONSHIRE House. Piccadilly. W.1. (Hyde Park 9151.)

TOM GARNER, Ltd., offer:-1956 Singer Hunter de luxe saloon, grey, 8,000 TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. [C2020]

WARWICK WRIGHT, Ltd., offer:-

[0029 R 1957 (November) Singer Gazelle Series II over9,000 miles; £850.
1957 singer Gazelle Series I saloon, blue and black,
1957 singer Gazelle Series I saloon, blue and black,
1957 red upholstery, heater, 6,000 miles; £795.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.8. Cunningham 6050.

A REA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd. Bolton Rd., Darwen 774.

Bolton Rd., Darwen 774.

BUNTINGS MOTOR EXCHANGE for new and used
Singer cars.—Bonnersfield Lane. Barrow. Tel.
6225/6. [0048/R]

1958 Gazelle saloon, works mileage; £825.—John-Ravensbourne 8841. [C2073]

1950 blue, 1952 beige saloons, SM1500, Gazelle or Minx, wanted.—Avery, York Cottage, Ma'or York's Rd., Tunbridge Wells, Kent.

Sports and light cars

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise them in "THE AUTOCAR" to ensure immediate results.

Tutocar

specializes in small h.p. cars as well as the larger types.

1957 Gazelle, overdrive, heater, washers, H.M.V. new. mileage 5,000, 2-tone blue: £780.—F. L. Cranmore, Ltd., Tel. 2090, Potters Bar.

£545 —1955 Singer Hunter full de luxe, mileage only 15,000, believed to be genuine.—Guildord Motors, Ltd., North St., Guildford 68001. Exchange or deferred.

change or deterred.

1952 Singer SM1500 hea'er, guaranteed, £350; paramen.s.—Oldfield. 386, Kensington High St., W.14. [63029]

1955 Singer Hunter de luxe saloon, one owner, changes, b.n.—11, Perrymead, Prestwich, Manchetter, Prestwich 2057 [C2082

525 gns.—Singer Hunter 1956 saloon, grey, centre year chanse, one owner, excellent condition.

year chanse, one owner, excellent condition.

written gear chanse, one owner, excellent condition.

week-days and Saturdays.—Section of Smith, Hampstead (Hampstead Col. Smith, Hampstead (Col. Smith, Hampstead (Smith, Hampstead Col. Smith, Hampstead (Smith), Ha

1950 Singer SM1500 salom, a 6-seater, high per-been completely recellulosed in maple green, spotless natural hide ushed the sale delightful car to handle, very good early, a really delightful car to handle, very good early, a really delightful car to HILLWOOD MOTORS, 559/571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4252. Show-rooms open until 8 p.m.

ROWLAND SMITH'S. the Singer buyers; highest cash prices.—Hampstead High St., N.W.5. Ham [W4018 R

AND

Singer Spares and Service SINGER spares mailed by return, trade or retail

B & H. MOTORS, Bignell's Corner, South Minims, Herts, South Minims 2231 (S1020

LIME STREET GARAGES (LIVERPOOL), Ltd.— Comprehensive stock of Singer spares; full postal Comprehensive stock of Singer spares; full pos and repair facilities. 5. 7. 9. Redcross St., Liverpool, 1. Central 7851.

SHOWROOMS.-87, Bold St., Liverpool, I. Roya.

GLANFIELD LAWRENCE. 2-10, City Rd., Cardiff, Singer distributors.—East Glamorgan—spares and service.—Tel. 20531.

THE official Singer London parts distributors for all trade and retail orders; full vehicle service facili-ties also available.—Automenders, Ltd., Ferry Rd., London, S.W.15. Riverside S291.

SPORTS CAR SPECIALISTS), Ltd., proudly offer:—
An incomparable selection of hand-picked sporting vehicles at attractive prices.
£995—Ace-Bristol. superb 2-litre sports 2-seater, dark red, BSI unit.
£965—Tops. discs, overdrive, etc., as brand new.
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B&G MOTORS offer:-

£280—M.G. 10 TA sports, 2-seater, red. £255,—M.G. 10 TA sports, 2-seater, red. winkers; £175.—M.G. 8 PA sports, 2-seater, green.

\$1/5
\$165 -M.G. 8 PA sports, 4-seater, red, new hood,
\$160 -M.G. 8 PA sports, 4-seater, fitted Ford engine, red.
\$158 -M.G. 8 sports, 2-seater, red and cream.
\$158 -wept-wing model.
\$155 -M.G. 8 J2, fitted Ford engine, hydraulic
brakes, recon, engine April this year, spotless

£145.—B.S.A. Scout 9 sports, 2-seater, spotless £95.—Austin 747cc special sports, 2-seater, blue. MANY others, easy terms.—B. & G. Motors, 194-8.
Arlington Rd., Camden Town, N.W.1. Gulliver
[C1015

SURREY SPORTS CARS.

£195.—Pord Special, fitted aero-dynamic Fibreglass body, excellent tyres etc.
£185.—1938 Morgan 4/4 2-seater, nicely finished in black with blue interior, a specimen

vehicle £175 —1935 M.O. PA 2-seaters, immaculate in red and green, choice of two excellent cars. £115 —1933 M.O. J2 2-seaters, choice of 2, red or £125 —1934 Austin Nippy, very pretty in cream, fitted excellent Ford 1172 unit, very fast.

MOTOR cycles, scooters and saloon cars gladly accepted in part exchange; hire purchase a purchaser and surrey. Sports Cars, 60. The Cricket Green, Mitcham, Surrey.

CHEQUERS SPEED SHOP offer :--

CHEQUERS SPEED SHOP offer;—

£219 —British Salmson special, built in 1956 and in as new condition.

£295 —Brown State of the special s

EAGLE MOTORS (NORWOOD), Ltd.

1952 Jaguar 120, C type, mods., finished in ivory, 1952 wireless; a very immaculate motor car; £545. 1951 the Lea-Francis saloon, black, beige upholistery Autocar," report on which has not yet been published, but copy of letter can be shown; an immaculate car;

but copy of letter can be shown; an amount of the copy of letter can be shown; an amount of the copy o

ROWLAND SMITH'S for sports cars

ROWLAND SMITH'S for sports cars.

895 gns.—M.G. A 1957 hard top coupe, 7,000 miles. many extras, one owner, choice of 2.

795 gns.—Triumph TR3 1957 hard top, B.r.g., disc for sports of the sports of

375 leather, all-over tonneau cover, choice of 3
365 Bandel
325 Ba

PERFORMANCE CARS unique selection (125 cars) see our full page next week. [C304]

LAGONDA M45 tourer, bills held overhaul this year over £100: £165.—Richards & Carr, Ltd., 35, Kinne ton St., S.W 1 Belgravia 3711.

CRESSCARS, Ltd., for the best sports cars.

CRESSCARS, Ltd., for the best sports cars.

M.G. TC. 1947, unmarked red. 16in rears, aero screened, radio; £379.

M.G. VA 1½-litre saloon, 1939 model, extremely well cared for, in black, quite first-class mechanically: £198.

M.G. M.W. sports 2-seater, beautifully main-tained fantastic performance; £139.

M. G. TA 1939, an amazingly good TA, lots of refinements, including iatest type facia, Vynide hood, Ocelot seat covers; £269.

E449 B.r.s., engine reconditioned under 1.000 miles ago, heater, Michelin X yers, practically new Vynide hood, superb car; £449.

CRESSCARS, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272.

1951 Jaguar XK120, red, extras include flashers, very fast; £495.—Swandean Garage, Ltd., Arundel Rd., Worthing, Tel. Swandean 100, [2786]

1938 M.G. 2-litre Tickford drop head coupe, black with beige upholstery, a car for the conoiss £225.—Campbell Symonds. Wembley 6262.

SS100 3%-litre roadster, 1938, well above average condition, taxed the year; £299 terms, exchanges—Automo, Ltd., 229, West End Lane, Hampstead, N.W.S. Hamp, 3450. (C1150

Hampstead, N.W.6. Hamp. 5450. (C1150)

UNIQUE grey/black Standard 10, painted Hopper & Co. (Coachbuilders), Ltd., available early September, specially balanced and assembled engine, hard chrome top rings. Barwell 8.6 c.r flowed head o'a inlet valves, twin Solex with oilbath filters, special 4-branch Endura exhaust, aluminium sprayed, chromed rocker cover, large Jaeger tachometer, special dash extra instruments. Layeock overdrive, S gears, substrained to the control of the control o

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers: highest cash prices.—Hampstead High St., N.W.5. Ham. [W4018/R

Sports Care Spares and Service TUNING repairs, unobtainable spares made, menders, Ltd., Perry Rd., Barnes, S.W.13.

STANDARD 8
BERKELEY SQUARE GARAGE.

1958 Standard 8, white, red upholstery; £590. BERKELEY Sq., London, S.W.1. Grosvenor 4343.

WARWICK WRIGHT, Ltd., offer:-

1955 Standard 8 saloon, grey, heater; £395. 1954 Standard 8 saloon, grey, heater; £380.

WARWICK WRIGHT, Ltd., 595 Edgware Rd., N.W.2. Gladstone 0041 [C4157

1958 Standard 8 saloon, red, 2,500 miles. CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2 Pad. 3400. [C3050

Pad. 5400.

1955 Standard 8, good condition, remarkable value:
Experimental Standard 8, good condition, remarkable value:
TAYLOR & CRAWLEY, 42a, South Audley St.
(Entrance Adams Row), Mayfair, W.1. Gro. 6881, [C4036]

1955 Standard 8 saloon, green, beautiful condiGARAGE SERVICE Co., Ltd., 1018. Finchley Rd.,
GGloters Green, Nw.11. Speedwell 4411. [NZ019
345gms.—Standard 8 1954 saloon, grey, heater, very
cod condition, many extras, written guaranteeterms. exchances.—Rowland Smith, below,
125gms.—Standard 8 1946 de luxe saloon, sliding
terms.—Standard 8 1946 de lu

1955-56 Standard 8s, small mileage, choice of 2 b'ack/red; £395,—Dorking Motor Co., Ltd. [C108]

1956 Standard 8, choice of two, low mileage, guar wembley 6262. (Clos

1948 Standard 8 tourer: £175.—Austin House

1958 Standard 8 de luxe, black with red and beig upholstery, 980 miles only, 4 months' guarantee, £570.—University Motors, Ltd., 80, Piccadilly, W. Grosvenor 4141.

1954 series Standard 8, many extras in radio and heater, engineer maintaine exceptional condition throughout.—South Wester age, Ltd., Station Yard, New Malden, Surrey.

STANDARD 8 de luxe saloon 1955, one owner, heater exceptional car, Salvador blue, guaranteed; £455 part exchanges cars or motor cycles, H.P. terms, or existing account settled if you wish.—Sloom'be L'mited Dudden Hill Lane, N.W.10. Willesden, 4869, 3934.

XXX 1955 Standard 8 saloon, one owner, blue interior; we are asking £500 for the car, and it is even to the car, and it is even on the delegations.—Ask for Mr. Prestor at H. F. Edwards & Co., Ltd., 28-54, Upper High St. Epsom, Tel. 5611.

STANDARD 8

1955 Standard b. heater, one owner, low mileage, owner, low mileage; 2525,—Robbins, East Putner, Tel.

7881. Standard & Cars Wanted

R OWLAND SMITH'S, the Standard & buyers; highest
cash prices.—Hampstead High St., N.W. Ham.
[W401878]

BERKELEY SQUARE GARAGE.

1957 Standard Super 10, black, heater, screen-washer; £485. BERKELEY Sq., London, S.W.1. Grosvenor 4543.

SEE Sports Cars column.-Box 7172.

WARWICK WRIGHT, Ltd., offer:-

1956 Standard Super 10 saloon, black, heater; 485. WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050. (C4035) COLINDALE SERVICE STATION offer:-

COLINDRIE SERVICE 25, 23,000 miles, black tan 1955 standard Super 10, 25,000 miles, black tan leather; £459.—155-159, Edgware Rd., N.W.9. Colindale 6122.

Lamberts Of Kingston, Ltd., Al plan guaranteed used cars:—

STANDARD Super 10 1956, nnished in beige, fitted with heater, wing mirrors; £495.

Tel., Kin., 5171, 140, London Rd., Kingston-on-Thames

Thames.

STANDARD 10, choice of three guaranteed cars; from £475.—Campbell Symonds, Wembley 6262.
[C1037/1 1955 10 saloon, extras; £470.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., 8, W.6. (C4132)

1955 Standard 10. blue, red interior, one owner, heater, guaranteed; £475,—Campbell Symonds, Perivale 4456

1956 Standard Super 10, heater, windscreen washers, low mileage, exceptional condition; £485.—L. Russell & Co., Bexhill-on-Sea 485.

£585 -1957 Standard Super 10, Standrive, heater, washers, etc., low mileage, condition as new. -Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161.

1956 (June) Standard Super 10, 21,000 miles, £495.—The Black Horse Garage, Ltd., 174-176, Shem Rd. Richmond 6441.

1956 with red interior, heater; £475.—Gollys Garage, Ltd., 111a, Earls Court Rd., 8.W.5. Franch 111a, Earls Court Rd., 8.W.5. Franch 6573.

mantle 6373. Standard Super 10 1956 de luxe saloon 475 enry heator, screen washers, small mileage, spare unused written guarantee; terms, exchanges.—Rowland Smith, below 375 ens.—Standard 10 October 1954 saloon, heater, tec: terms, exchanges: list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Ool.)

1955 (July) Standard 10 saloon in cream and 15,000 miles; &485.—Phomix Motor Co, (Surrey), Ltd., Phomix House, High St., Sutton Surrey, Vigilant Olfi

10161
1955 Standard 10 de luxe saloon, black with red
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STANDARD COMPANION 1956 Standard 10 Companion estate car blue.

Motors, Tot. 7771.

Standard Companion Cars Wanted
STANDARD 10 Companion utility required; cash payment.—81, Airesford Rd., Winchester. [W4087

STANDARD PENNANT NAYLOR & ROOT, Ltd. (Established 1920).

57 (Nov.) Pennant, due grey und green, heater, etc.; 5,000 miles, superb; £685. CLAPHAM Junction, S.W.11. Battersea 2233.

I. DAVY, Ltd., Standard and Triumph Agents,

1958 Pennant, heater, screen washers, 200 miles; 125. 180-184, Kensington High St., W.S. Wes, 7181. 180-215, Brompton Rd., S.W.J. Kni. 4215, [G1069]

1958 Standard Pennant saloon, white black red pholstery, heaver, 5,000 miles PARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. (C3050

BERKELEY SQUARE GARAGE.

1958 Standard Ensign, blue and grey, heeter, E885, BERKELEY Sq., London, S.W.1. Grosvenor 4543,

STANDARD Ensign, grey/blue, heater, s/washera, 3,000 miles; £815.—The Bexhill Motor Company, td., London Rd., Bexhill-on-Sea 2000 (17905)

1958 Standard Ensign saloon, dual colours blue and screen washers. 300 niles only, taxed year: £885.—Gavin Fairiax, Ltd.
'irginia Water. Tel. Wentworth 3154.

STANDARD VANGUARD

£410 bargain -- 1953 Vanguard, black, phase

STANDARD VANGUARD

HAROLD PERRY, Ltd., 1105-1111. High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—1954 Standard Vanguard Phase II saloon, black with red upholstery, heater immaculate. HAROLD PERRY, Ltd., 1105-1111. High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

SPECIAL opportunity!

1957 Vanguard sportsman, 9,000 miles only, fitted fog lamps, overdrive, heater, washers and twin mirrors, concours d'elegance winning car, specially finished by the Standard Motor Co., in duo-green, showroom condition throughout, spare unused, cost over £1,500; substantial saving at £1,267.

PART exchanges, deferred terms.—Evans & Cutler, Ltd., The Standard People, Totnes. Totnes 2466; 13 [2490]

F. DOVE, Ltd., offer:-

1957 Vanguard, Phase III, dual colour, radio heater, overdrive: £795.—L. F. Dove. Ltd. 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456.

H. BEART & Co., Ltd., offer .--

1956 Standard Vanguard Phase III. duo grabel beater. beautifully maintained by one own E675.—102. London Rd. and High St.. Kingston-Thames. Kingston 5548.

GLANFIELD LAWRENCE offer:-

GLANFIELD LAWRENCE 1957 GLANFIELD LAWRENCE STATE OVERTHIELD LAWRENCE STATE OVERTHIELD LAWRENCE STATE OF THE S

BOON & PORTER, Ltd., Standard dealers.

BOON & FORLIST VARBUARD estate car, overdrive, 1955 heater green, 45,000 miles only, really exceptional condition throughout, 2595,—Castelmau, S.W.13 (nr. Hammersmith Bridge), Riv. 4444, [C1022]

1950 Standard Vanguard saloon, black, heater, XI SERVICE STATION. Kingston Vale, 8.W.15. (C4060

1955 Standard Vanguard, black, red leather in-terior, specimen; £499, McLAREN & COX, Ltd, 928, High Rd., North Frinchley, N.12, Tel, Hillside 0560, 6306, [C3083

1956 Poase III estate car, beige, heater, overdrive first-class throughout; £825.—Eton Garages

1930 first-class throughout, goal [226]
1951 Standard Vanguard, heater, radio, in very good condition throughout, g.539.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden CO46. [C112]
111 Estate cars, choice of Phase III and Phase III vanguard estates.—Pedigree Estate Cars, 340. Euston Rd., N.W.I. Euston 789. [C5093]
1957 Vanguard Estate car, one private owner, 15,000 miles, in immaculate condition; g.685. E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Speedwill 9691.

E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Operwiell 9691.

£485 --1954 Standard Vanguard saloon, black with well 9691.

£485 --1954 Standard Vanguard saloon, black with overdrive, superb condition; terms.—Autosnips, 5. Balham High Rd. Balham 1509.

1950 Standard Vanguard de luxe saloon, black. maroon hide; special offer, £299; exchanges; terms.—Bray Motors, 160-164. West End Lane, N.W.6. Hampstead 6490. Bard Vanguard 1955 Phase II estate condition, written guarantee; terms, exchanges, Rovland Smith, below.

275gns.—Standard Vanguard 1949 saloon, leather, heater, very good condition; terms, exchanges, ist; open 9-7 week-days and Saturdays.—Rovland Smith, Hampstead (Hampstead Tube). Hampstead (2018)

1957 Vanguard Sportsman, black/grey, overdivice, 1925 on. 0. — Combes, 5, 8t. Albans Rd., Kingston-on-Thames. Tel. Kingston C230 evenings 12285

1957 Vanguard III de luxe, duo grey blue, o/drive, 1925 on. 0. — Combes, 5, 8t. Albans Rd., Kingston-on-Thames. Tel. Kingston C230 evenings 12285

1957 Vanguard III de luxe, duo grey blue, o/drive, 1925 Vanguard III de luxe, duo grey blue, o/drive, 1925 Vanguard Elaston, take 2799.—Drift Bridge Garage, Epsom. Burgh Heath 2856. [2760]

1953 Standard Vanguard salcon, grey, red leather, all tyres as new, £365; choice of 7.—Douglas Service Station, 57 & 65, Eleanor Rd., Waitham Cross 4124.

1955 Vanguard II black, red interior, heater, etc., b.p. terms and exchanges.—E.R.C. Services, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Fitzaro 2028.

1954 Standard Vanguard Phase II salon, or limmaculate condition; £450.—Arnotts Garage, Ltd. Grange Rd., Willesden Green, N.W.10. Willesden Olf.

1915.4 Standard Vanguard saloon Phase II, in Called the Control of the Control of

STANDARD MISCELLANEOUS BERKELEY SQUARE GARAGE.

Berkeley Square Grands.

1958 Vanguard Estate car, radio, overdrive, mile1958 Vanguard saloon, blue/grey, blue leather,
1958 Vanguard saloon, blue/grey, blue leather,
1958 (May) Vanguard Sportsman, green and tyory,
1958

Standard Missellaneous Cars Wanted

R OWLAND SMITH'S, the Standard buyers; highest
cash prices. Hampstead High St., N.W.5. Ham.
(PW4018 R

ARGE stockists for Standard spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds, 2. Tel. 54151 (5 lines). [0501/R]

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Eay. (Tel. 5322).

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253 R

HALLS (FINCHLEY). Ltd., have a comprehensive and also reconditioned Standard exchange engines from 1959 onwards; guaranteed 3 months; Girling and Bendix stockists.—314, Regent's Pars Rd., Church End., Finchley. Finchley 5908.

STUDEBAKER

SCOTT CARS offer:

1955 Studebaker President, right-hand drive, over-drive, radio, heater, one owner, absolutely

1953 Studebaker Champion, right-hand dri Farma styling, duo-tone colour, in outstanding co

dition.

1951 Studebaker convertible radio, heater outstanding condition.

SCOTT CARS. 541-347. Finchley Rd. Hampstead,
London, N.W.S. Hampstead 8676.7779. 4016

Studebaker Cars Wanted THE Studebaker Luyers.—See under American Cars. SIMPSON'S.-Wem. 8691/3903/4422

SUNBEAM

ROOTES

HAVE available a range of Sunbeam cars of very low
mileage. DEVONSHIRE House, Piccadilly, W.1. Grosvenor LOWER Temple St., Birmingham, 2. Tel Cen. 8411.

129. Deansgate, Manchester, 2. Tel. Bia 6677.

LEC 1955 (November 1954) Sunbeam Mark III saloon, red leather protected by owners since new; overdrive, twin Flamethrower lights, taxed 1958; £745; terms, exchanges,—Larraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464; 6974.

T. DAVY, Ltd., Rootes Agents.

SUNBEAM Mark III convertible, 1955, extras include heater, iadio, centre gear change, two owners, very good condition: 4755, extras include good condition: 4755, extras include 1800–184, Kensington High St., W.8. Wes, 7181, 1800–184, Kensington High St., W.8. Kni. 4215, 68, North Row, Park Lane, W.1. Hyde 2311, [C1069]

WARWICK WRIGHT, Ltd., offer:-

1954 (December) Sunbeam Mark III overdrive saloon, grey, red upholstery, heater, 24,000

1937 Salson, grey, its displayed by the light and salson, blue, red uphologon by the light and l

LIENLYS offer with 4 months' guarantee:-

1956 Sunbeam Mark III saloon, overdrive, heater, HENLYS, Ltd., Henlys Corner, North Circular Finchley Odsi/9782.

1955 Sunbeam Mark III saloon, 21,000 miles, one owner; £750.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477.

1956 Mark III saloon, grey, red leather, heater, one owner, spotless, 16,000 miles; £875.—Mervyn Austin, Welbeck 6655 Kensington 8862. [T9002

1955 Sunbeam Mark III drop head coupe, radio, black with red interior; £835.—Pass & Joyce, 184, Great Portland St., W.1. Museum 1001. [C3039]

1957 Sunbeam 24-litre Mark III saloon, burgundy and grey, overdrive, heater, etc., one owner, in perfect order: \$955. Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [CI159]

1956 Sunbeam Mark III saloon, black with red leather, heater, taxed, one careful owner, nominal mileage; £835.—Chalmers McQueen, Galashiels, Scotland. Tel. Galashiels 3504.

1955 Sunbeam Mk. III saloon, black with red John Gibson & Son, Ltd., M.G. distributors, 55. George St., Edinburgh. Tel. Caledonian 4566. 19995

1955 Sunbram coupe, low mileage, radio, heater, spot lights, wing mirrors, taxed; £795.—R. S. Mead (Sales), Ltr., 42, Queen St., Maidenhead Tel. Maidenhead 3471-2.

Tel. Maidennead 3471-2. [C3011

1955 series Sunbeam Mark III sports saloon, overdrive, centre gear change, etc., excellent order, guaranteed; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.I. Hyde 9184.

1955 series Sunbeam Mark III convertible overshood, magnificent condition, one owner; £795.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.5. Oppolisite Finchley Rd. Tube Station, Ham. 9661. [C311]

Sunbeam Cars Wanted

R OWLAND SMITH S. the Sunbeam puyers; highest cash prices.—Hampstead High St., N.W.3. Ham [W4016.R B.

A LMOST new Sunbeam required immediatel Morley, 76, Cambridge Rd., Kingston, Kings

Wanted urgently, low mileage Sunbeam Mk. III saloon with overdrive.—Imperial Motors, exmouth 3045/2567.

URGENTLY required, 1947/57 Sunbeam —Gibsons Sports Cars (Christchurch). Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Higheliffe 2275 [W2109]

WANTED, 1955 Sunbeam Mark III convertible, low mileage, must be immaculate; details of year-mileage and price, etc., to Rownfree's Garage, Ltd. York Place, Scarborough, Tel, 3491-2.

CHIPSTEAD MOTORS, Ltd., offer:-

ATE 1954, one owner, immaculate, in ice blue, with red leather, engine just rebored, etc., complete with radio, Michelin X, heater, passlamps, etc., specimen; £675.—142, Holland Park Ave. W.11. Park 3445-6.

MAC MOTORS (SURBITON), offer:-

1953 Alpine roadster, radio, heater, etc., one owner, immaculate; £585.—Elmbridge 3974 (C5139

1954 Sunbeam Alpine, immaculate condition; £625.

SUNBEAM Alpine, late 1953 2-seater tourer, regularly maintained, owned experienced enthusiast; £625 or near.—Tel. Gulliver 1758 or evenings Gulliver 6403, 2798

1954 (Oct.) Alpine, very low mileage, heater, turbod discs, washers, spots, etc., beautiful condition; £695.—Tolworth Motors, Ltd., Kingston By-Fass, Tolworth Embridge 2534.

ROSE & YOUNG, Ltd., offer: 1954 Sunbeam Alpine sports, very low mileage, fitted H.M.V. radio and heater, immaculate condition, blue £665.-65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tu

SUNBEAM Alpine Mark III (July) 1955, Alpine mist with red leather, 2 careful owners only, exceptional condition, fitted overdrive to 3 years, radio, heater, rev counter, screenwashers, etc., etc., etc., fvc, tyres, mechanically very sound. £650, terms arranged: change considered.—Birmingham, South 3018. | 2749

TOM GARNER, Ltd., offer:—

1957 Sunheam Rapier saloon, duo blue, heater. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Education 2656-67.

WARWICK WRIGHT, Ltd., offer:-

1957 Sunbeam Rapier R67 saloon, black and grey, pholostery heater, 4,000 miles, £895, 1956 Sunbeam Rapier saloon, yellow and black, black upholstery, radio and heater, 15,000 miles, £850, another in grey and black similar

WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. RIHUR MULLINER, Ltd., offer:-

1956 Sunbeam Rapier sports saloon, attractively with leather upholstery in colours to match, over drive, carefully maintained and in first-class constitution, deferred erms, part exchanges.—Bridge 8, 2015.

DETER BANTOCK CAR SALES offer:-

1958 Rapier Series II, biue/black, 2,000 miles only, fitted heater, radio, ocelot loose covers, sun visor, etc. as new throughout; £975,—104. High Rd., Chiswick 2725/5870.

SILVERTHORNE MOTORS, Ltd., offer:-

1958 Rapler hard top, moonstone/red, radio, brand new: £1,025.—11, Fitzroy Square, W.1. Euston 7811.

1956 Sunbeam Rapier, series I, overdrive, heater, DAVIS & HILL Ltd., 101, Bromiey Common, Bromley, Kent. Ravensbourne 2654-5. [C1129]
SUNBEAM Rapier, eight weeks old, just run in, glacier blue, black, as brand new; £950.—Knott Bros., Ltd., Charminster Rd., Bournemouth. Winton 1800.

1800.

1958 Sunbeam Rapier convertible, radio, heater, east £1.200 with extras, absolute bargain; £1.050.—Portsea Motors, Ltd., 142. Finchley Rd. N.W.3. Opposite Finchley Rd. Tube Station, Ham. 9661.

1956 Sunbeam Rapier, two-tone blue/grey with matching upholstery, R67 twin carburettor engine, recorded mileage 13,000; £795.—H. A. Saunders, Ltd., Austin Rouse, Castle St., Worcester, Tel. 6571.

1958 (March) Sunbeam Rapier Mark II saloon, 1958 1,700 miles only, heater, rev. counter, windscreen washers, cost over £1,100, equal to new in every way, great saving at £1,000.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1 Tel. Belgravia 3721. (C3006

PRACTICALLY new Sunbeam Rapier saloon, red, specially trimmed black and red in heater, 1957, (September), guaranteed 4,400 £945. Ebdons Automobiles Ltd. Bath Rd., Ch ham. Tel. 55391.

ham. Tel. 55391.

1957 Sunbeam Rapier, overdrive, twin carburettors, heater, overriders oil gauge, thermometer, grey/blue, one owner, taxed year, guarantee mileage 9,000; 2885.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2.

A LMOST new Rapier Cars Wanted
A LMOST new Rapier required immediately.—Morley,
76. Cambridge Rd., Kingston. Kingston 8885. ROWLAND SMITH'S, the Rapier buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

SUNBEAM-TALBOT

ELM AUTOSALES offers:—

1950 Sunbeam-Talbot 80, reconditioned engine re-cently, exceptional order throughout; £450.— 66-88, Hartfield Rd., Wimbledon, S.W.19. Cherrywood

TANKARD & SMITH, Ltd. (TOTTENHAM), offer:-1953 Sunbeam-Taibot 90 Mark IIA saloon, blue, Rimbellishers, screenwashers, excellent specimer; £545, 246-248 High Rd. London, N.15. To. 0415.

GEORGE HARTWELL, Ltd., the nationally recognised Sunbeam specialists, offer:—
SUNBEAM-TALBOT 90 Mg. IIA convertible, 1954, sapphire blue, heater, s/wash, fitted Alpine head, in exceptional condition, 24/200 miles only; Z750, SUNBEAM-TALBOT 90 Mg. I salcons, choice of 2 at special bargain from £350.—35-41, Holdenburst Rd., Bournemouth. Tel. 4161.

1954 Talbot 90 drop head, absolutely perfect, must be sold; first offer to £400.—Ring evenings, Mrs. Morris, Acorn 4975. [2545

1951 Sunbeam-Talbot drop head; £395.—Le Gri Elers, 107, Old Brompton Rd., S.W. Kensington 2477.

Kensington 2477.

1954 (June) Sunbeam-Tailbot Mark IIa, grey,
heater and other extras, exceptional condition, 2 owners; £615.

PREEMAN, Ltd., Grosvenor Garage, Burnage
A. PREEMAN, Ltd., Grosvenor Garage, Rusholme
(C211)

1949 Sunbeam-Talbot 90 convertible coupe, fitted heater and Vynide hood, excellent condition.

Two STROKES, Ltd., Stanmore Hill, Middx Tel. [C4091

1954 Sunbeam-Talbot 90 convertible coupe, black, miles, first-class throughout; £625.

WEST COAST MOTOR Co., Ltd., 113, Mulberry St., Liverpool, 7, Royal 1918.

W Liverpool. 7. Royal 1918. [2427]

445 gns.—Sunbeam-Taibot 90 1951 Mark II saloon, lead, fawn leather, radio, heater, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

425 gns.—Sunbeam-Taibot 90 (November) 1957. As a sunbeam-Taibot 90 (November) 1957. Sechanges.—Rowland Smith, below.

395 gns.—Sunbeam-Taibot 80 (November) 1949 10hp 30 (November) 1949 10hp

1954 Sunbeam-Talbot Mark IIA black and cream nice car: £650; exchanges; terms—Bray Motors, 180, 184, West End Lane, N.W.6. Hampstead 6490. [C1024

£425!!!—Sunbeam-Talbot 90 sports saloon, beau-tiful condition motor car, only had 2 owners, recently overhauled costing £85, one of the best avail-

able \$\frac{1485}{2485}\frac{1!1-Sunbeam-Talbot}{2485}\frac{90}{1800\frac{16}{6}}\frac{100\frac{16}{6}}{1800\frac{16}{6}}\frac{11}{1800\frac{16}{6}}\frac{11}{1800\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{18000\frac{16}{6}}\frac{16}{180000\frac{16}{6}}\frac{16}{180000\frac0 able LAMBS OF WOOD GREEN (Established 1897), 100 Cars, 5 months' written guarantee; exchanges; hiter purchase.—421-425, High Rd., Finchley. Finchley 6222.

SUNBEAM-TALBOT tourer, 1946, reconditioned engine, rewired, resprayed two-tone, exceptional conditions, 2260,—Childs, 37, Somers Rd., North Mimms, Hatheld 2526.

£395 —Model 80 sports saloon 1950 metallic green, heater, leather, s roof, etc., very carefully used and maintained; terms and exchanges,—Ann Street Motors, Worthing 8405.

SUNBEAM-TALBOT Mark II saloon, one owner, expert maintenance, no accidents, close ratio gear box, many Alpine extras, exceptional condition: £475.

—Brentwood 1521.

£500 -1953 Sunbeam-Talbot Mark Ha sports sa-dition.—Arnotts Garages, Ltd. Grange Rd., Willesden Green, N.W.10. Willesden Ol61.

SUNBEAM-TALBOT 90 Mark II saloon, registered 1951, unusually good appearance and performance; £465.—Hiller Motors, Ltd., 144. Dartmouth Rd., Svden-mam. S.E. 25. For 9551-2.

1950 Sunbeam-Talbot 80 saloon, in very good con-fitted heater: £395, at Wellington Motors, 76. Welling-ton St., Luton. 50 minutes from St. Pancras or Tel. Luton 8454.

2398 —Sunbeam-Taibot 90 1949-50, superb example, one owner, leather, heater, sun roof, tip-top maintenance, choice 4, many others; A.A. or exams, second; exchances, h.p.—Benmotors, I., Clarendon G., W.H. Park 5066-7. (50 yds. Holland Park Tube.)

Sunbeam-Taibet Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Taibet buyers;
highest cash prices - Hampstead High St., N.W.5.

(W4018/R

XXX Excellent cash price offered for good Sun's and Titchfield St., London, W.I. Langham 0012

SUNBEAM MISCELLANEOUS

CAMDEN MOTORS for a superb range of hand-picked specimens, selection from our stock of 12 post-war

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specimens, selection from our stock of 12 post-war
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SunBEAM Mark III sports saloon, 1956, 2-tone blue
Sund grey with everdrive; radio heater, washers,
sund grey with everdrive; and heater, washers,
sund grey with everdrive; another one owner
flawless specimen in 2-tone fawn and ivory, 10,000
miles, looks even less; £895.

SUNBEAM Rapier convertible, the very latest model,
brand new May Ist, 1958, and repretfully sold by
underscaled and fitted wing mirrors, electric washers,
completely as brand new at £70 under current list
price, guarantee endorsed; £1,055.

SUNBEAM Alpine sports Mark IIA series, 2½-litre
eliluosed this week, brand new polyvnol hood,
to this world, £655.

SUNBEAM-TALBOT to Mark IIA saloon, 1955, th 2tone grey and maroon, underscaled, a very well
kept car, one owner uniy, brand new tyres and recent
gwerthau; £955.

SUNBEAM-TALBOT of Mark II saloon, 1952, 2½tone grey and maroon, underscaled, a very well
kept car, one owner uniy, brand new tyres and recent
gwerthau; £955.

SUNBEAM-TALBOT of Mark II saloon, 1952, 2½tone grey and maroon, underscaled, a very well
kept car, one owner uniy, brand new tyres and recent
gwerthau; £955.

SUNBEAM-TALBOT of Mark II saloon, 1952, 2½tone grey and maroon.

SUNBEAM-TALBOT of Mark II saloon, 1952, 2½tone grey and maroon.

Grey the saloon of the servers in light
and washers, bronzz, red leather; £495; 450 other
cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. (C1035

£60 —1937 Talbot tourer, reliable old 4-s Imperial 1248.

Taibot Spares and Service

JOHN BLAND for spares and repairs to pre-war

Taibots, 27. Southfields Rd., S.W.18. Vandyke

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CNK MOTORS offer:-1949 Triumph 2,000 roadster, black, new hood, excellent order throughout; £395.—C.N.K. Motors 353, Finchley Rd., N.W.3. Tel. Hampstead (C1052 Stotors 5712.

, F. DOVE, Ltd., offer;-1955 TR2, red. heater, etc.: £650.—L. F. Dove Tel. Liberty 3456. CHARLES SIMPSON MOTORS.

1954 Triumph TR2: £689.

TAPLES Corner, Bendon, N.W.2. Gladstone 0164-6. [C4098 ERIC WILLIAMS, Ltd., offer:-

1956 TR3. red with brown interior, heater and rear seat; £695.—Pierpoint St., Worcester.

WARWICK WRIGHT, Ltd., offer:-1949 (November), Triumph Renown saloon, grey.
WARWICK WRIGHT Ltd., 593, Edgware R4.
N.W.2 Gludstone 0041.
HENLYS offer with 4 months' guarantee:—

1957 Triumph RS 2-seater sports, hard top, overdrive, one owner, £955, HENLYS, Ltd., Parkway, Regents Park, N.W.1. [2755]

PERFORMANCE CARS unique selection (125 cars)
Psee our full page next week. [C304]
EXCELLENT TR2 1954. radio, heater. fogs. tonneau.
etc., A.A. report available; £540.—Box 7157. [2473

etc., A.A. report available: £540.—Box 7157. [2473]
ST. MARGARET'S MOTORS, Ltd., specialists in used
TRs. and only TRs. offer.—
1958 TR3 A overdrive, wire wheels, heater, ocred, black attacts, tonneau, Michelln X, etc.,
red, black attacts, tonneau, Michelln X, etc.,
red, black attacts, tonneau, Michelln X, black,
red, black attacts, tonneau, Michelln X, black,
red, black attacts, tonneau, Michelln X, black,
TR2 bard top, soft top, radio, heater, etc.,
TR2 hard top, soft top, radio, heater, etc.,
PS BOWROOMS open until 10 p.m. (6 p.m. Sundaws),
91-95, St Margarets Road, Twickenham, Middx,
Tel. Popesgrove 9075.

£375 -Triumph Renown, 1952.-Offord, 67. George (C5115) 1955 TR2 really immaculate, any trial, term 1955 £569.—Sevenoaks 55211 and 3344, ext. 643

1956 Triumph TR3 hard top. immaculate, 2/00. Robbins. East Putney. Tel. 7881 [C3010

1951 Triumph Renown, excellent condition: £345, h.p. terms arranged.—E. Casey. Ltd., Willes-[C1734]

TRIUMPH 1800 saloon, 1947, heater, covers, go smart Ace Rimbellishers; £290.—29, A.M.Q., R.A.F. White Waltham, Maidenhead. BOGNOR STATION GARAGE -1954 Triumph TR2, fitted recently new TR3 engine: £560.-20, Long-ford Rd., Bognor 2102.

£375;!!—Triumph Roadster coupe. 1800 model, in one of the best we have ever had.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months written guarantee; exchanges, hire purchase,—421-425, High Rd., Finchley. Finchley, 6222, 162032

TR3 1957, disc brakes, one owner, serviced by us:
£865.—Basil Roy, Ltd., 161, Great Portland
St., W.I. Langham 7733

1956 Triumph TR3, one owner, heater, never raced or ralifed, Br.g.; £700.—Wheeler's (Newbury) 1020 [C4123

1955 Triumph TR2, superb condition, signal red. 5 month's quarantee; exchanges, PREMIER MOTORS, 295, Lewisham High St., S.E.13, Lee Green 1051.

1956 (Dec.) Triumph TR5. B.r.s., 11,000 miles, heater, twin spots, etc.; 2745.—Richard France, Ltd., 285, High Rd., Tottenham 3853. (Calla £ 300 -Triumph 1800 Roadster, 1947, finished in lyory, perfect mechanical condition and tyres.—Hyde Motor Co., Colindiale 7898. TR2: £555; 1954 ice blue, one owner, no condit; n.—She. 2594. Northwood 94 evenings.

J. R. BARTLETT.—Triumph 1958 TR5, disc brakes, overdrive, radio, hard top, 4,000 miles; 2945.—27. Pembridge Villas, W.11. Bayswater 0925. [C1015 E325.—1947, Inished in Hyde Motor Co., Colinda'e 7698. [C2135]

TR2. 24,000 miles, registered Jan., 1955, one owner, red, heater: £570.—Tidmus, 55, Goodyers Ave., Radiett, Herts. Radiett 6990. [2542]

AZ MOTORS offer 1953 Renown, in beautiful condition; unrepeatable offer £595! Almo 1951 ditto, £365! Palmerston Rd., N.W.6. hast. 4725. [C.o.1] ditto, £565!—Paimeraton Ru., R. 1985.

1957 TR3, white with black trim, 16,000 miles, pot alses; £750, firm, h.p. available.—Starr, Gre, 2386.

1947 Triumph 1800 Roadster coupe, beach white red hood and interior, heater, etc., very smart; £345; exchanges; terms.—Bray Motora, 180-184, west End Lane, N.W.S. Hampstead 6490. [C1024]
1952 Triumph Mayflower, comet blue, heater, spot and fog lamps, screen washer seceptional; £375.—Newbery Cars Ltd., Muswell Hill, N.10. Tudor 3594.

1952 Triumph Mayflower, heater, enging apottess coachwork and interior in the coachwork and in the coachwork an

£395 —Triumph Roadster 1948, new engine, statement of the springs, hood, Michelin X, spots, was superb condition.—Greencourt, Fark Ave., Harpenc

795 gns.—Triumph TR3 1957 hard top coupe. B.r.g., downer, 8,000 miles; written guarantee; terms, exchanges.—Rowland Smith; before 1958 gns.—Triumph TR3 1956 2-seater, pearl white, 695 gns.—Triumph TR3 1956 2-seater, pearl white, internal condition; written guarantee; terms exchanges, list; open 3-7 week-days and Smitch. Hampstead Smith. Hampstead (Hampstead Tube). Hampstead (Adl)

£475 —Triumph Renown saloon, 1952, black, f. ted heater, almost like new, very low mi cage.— B. & H. Motors, 1,464-8, High St., Whetstone, N.30 (E1030

£315.—Renown 1949, 43,000 from new, e throughout, new engine 5,000 m tyres, heater.—Jackson, 2, Beacon Place, 1956 TR2 2-seater, Michelin X tyres, colour excellent condition; £650.—R. S. (Sales), Ltd., 42, Queen St., Maidenhead, Tel, Michead 3431-2.

head 3451-2. ("53011

1957 ("July) TR5, cream, radio, heater, apot, tonneau cove... wire wheels, 10,000 miles, £825.

Gordon King Motors, Ltd. Mitcham Lane, London,
S.W.16 Streatham 3135. (2337

TR3 1956, 18,000 miles only, Michelin X tyres, as
really immac-take example, H.P. or part exchange.—Siocombes Limited Dudden Hill Lane,
N.W.10 Whilesden 4869-5954. (Cwol7)

£375 "!-1948 Triumph 1800 Roadster, sperking condition with very good bodywork, spotless interior, wynide hood, 5 nearly brand new tyres, a delightful car to handle with performance in a class of its own.

HILLWOOD MOTORS, 559/571, Watford Way, Hill, London, N.W.7. Tel. Mill Hill 4232; s rooms open until 8 p.m.

1954 TR2 B.r.g., overdrive, wire wheels, tonneau, mirrors, only 21,000 unraced miles since bought. exworks recon, throughout.—E. Ivory, 35, Beymour Rd., St, Albans. [2409

1957 (November) TR3, white, red upholstery drive, heater, screenwasher, dise tonneau cover, Michelins, Marchal lamps, occrear seat, never raced or rallied, under 7,000 cost over £1,100.—Offers to 8, Devonshire Mickeover, nr. Derby.

ROSE & YOUNG, Ltd. offer: TR3 hard top, fitt with overdrive wire wheels, aluminum turb finned drums, competition rear dampers, oil cooler asump baffling, Barwell tuned engine, numerous oth extras, one owner since new, no pranss, immacu a condition, E745.—65-69. Sternhold Abs., E745.—11; Sw 2. (1 min. Streatham Hill Station). Cane

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ROWLAND SMITH'S the Triumph buyers; hishest Roash prices.—Hampstead High St., N.W.3. Ham.

PRIVATE buyer requires TR3 with overdrive.—Parker, Tel. Bishop Auckland 99.

Triumph Sparce and Service
TRIUMPH sparces for all post-war models: largest
provincial stocksts.—Hollingdrake Automobile Co.,
Ltd., Stockport (Tel. 4464) and Prince's Drive, Coleya
Bay (Tel. 3322).

MPHW SALES, Ltd., Bubble and Miniature p, took. n stock.
CALL 23. Piccadilly. Gerrard 6055. 186. Holland
Park Ave. (just by Shepherds Bush Green) 67.
Goldsworth Rd. Woking 5231.

UTILITY CARS 1958 Vauxhall Victor estate, as new, 2-tone blue, heater, luggage rack, wing mirrors; £925.—
Spicer's Car Sales. Tel. H.tchin 2037. (C4131

UTILITY CARS

I. DAVY Ltd.,

1957 Austin A152 Omnicoach, one owner, main-tained to high standard; £530. 1958 miles virtually as new; £865. 180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

ELM AUTOSALES offers:--

1957 Bedford Utilabrake, 13 seats, 4,000 miles only, heater, de luxe model, unmarked, like new, in ivory and black: £585.—66-68, Hartfield Rd Wimbledon, S.W.19, Cherrywood 1615

Pedigree Estate Cars offer .-

CHOICE of over 40 estate cars and utilities including Travellers, Fords, Zephyr and Consul, Hillman, Austin A40 and 152 Omnibus, Borgward Combi, Standard Phase II and III, et.; look in classified columns for further details or call 540, Euston Rd., N.W.11. Euston 7889.

ROWLAND SMITH'S for Utilities.

495 gns.—Standard Vanguard 1955 Phase II 4-door 6-seater Estate car, heater.
295 gns.—Austin Ado Countryman Nov. 1949, heater, excellent excellent Vanguard, Dec. 1949, 4-door excellent 6-seater estate car, leather, written guarantee over £300, terms, exchanges, list, open 9-7 (Hampstead Tube) Hampstead 6041.

WARWICK WRIGHT, Ltd., offer:-

1956 (December) Hillman Husky double duty, 2-tone grey, red upholstery, heater, 12,000

miles: 6555 orris Minor Travellers car, green, green, precipion of the property of the propert

WARWICK WRIGHT, Ltd., offer:-

1954 Hillman Mark III estate car, grey, heater, 1956 Ford Thames utility car, blue, heater, 18,000 MarWICK WRIGHT, Ltd., 593, Edgware Rd., N.W.2. Gladstone 0041.

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1955 Volkswagen Microbus, fitted radio, earefully used: £625.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303, (C2040)

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1956 Ford Squire, one owner, green with green interior; 2575.

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HENLYS, Ltd., 155, Euston Rd., N.W.I. (Almost opposite Euston Station.) Euston 1966. [274]

1957 Kenex Aristocrat, 9,000 miles only; £515.

DAVIS & HILL, Ltd., 101, Bromley Common, Brom-ley Kent, Ravensbourne 2634-5. [C1129] CAMPBELL SYMONDS offer the following guaranteed

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1956 Ford Squire, green, radio, heater; £575.
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1953 (October) Oxford Traveller, grey, heater,
1953 (October) Oxford Traveller, grey, heater,
1953 (October) Oxford Traveller, grey, heater,
1958 (CAMPBELL SYMONDS, Wembley 6262.

1951 (Nov.) Standard Vanguard estate car, radio Davis & Hill, Ltd., 101, Bromley, Kent Ravensbourne 2634-5. (C1129

1956 Bedford utilibrake, radio and heater, one PHENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross, Denham 2716. Gerrards Cross 2545

1956 Standard Vanguard estate car, colour Comet by one careful owner, 2650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220.

Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m.

1949 Lea-Francis 4-door manufacturers' wooden body utility, one owner, outstanding condition: £345-Below.
1947 Ford 8 Martin Walter 4-seater Utilecon.

1947 Ford 8 Martin Waiter 4-seater utilicum, recent new engine, tyres and battery, taxed 1955 Fat 500 Belvedere station wagon, convertible 465; exchanges; terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490

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MORRIS Oxford series II Travellers car de luxe 1957 series (late 1956 registration), Clarendon grey with red hide interior, usual extras, very carefully used and really immaculate throughout, £695; 450 other cars available; write for fully descriptive priced catalugus.

Camden Motors. Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges. [C1035]

1956 Ford utility, 1.172cc. blue/black; £125.— Davies Motors. Ltd., 554. London Rd., Ashford, Middx. Ashford 3671-2.

1957 Morris Minibus, heater, very low mileage, in duo colour, as new: £545.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1957 (Oct.) Morris Minor Travellers de luxe, heater, mileage 7,000 odd; £695.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Glad-[C2022]

UTILITY CARS

XXX 1955 (June) Commer utility, radio, clock wing mirror, loose covers, one owner extremely nice condition; £495; written guarantee, terms, exchanges,—H. F. Edwards, 28-34. Upper High extremely nice condition terms, exchanges.—H. I. St., Epsom. Tel. 5611.

ROYS AUTOMOBILES, Ltd., offer:— 1955 A50 Countryman estate, olive green, low mileage, heater. £445: also 1956 Ford 10 conversion with windows, £255, another £245; 1950 Ford 8 utility, reconditioned engine, £165—127, Parkway. Regents Park, N.W.1. Euston 2700 8894.

AZ MOTORS offer 1957 Morris 14-str Minibus owner, heater, sacrifice; £425; 1952 Vanguard; £525; 1951 Oxford; £525; Also 1955 Minx estate car, one owner, heaver, engine juss, everhauled; £525;—Palmerston Rd., N.W.6. Mai, 4723.

RI. H. Ltd., offer Bedford estate, £395; another, £285; 1950 Vanguard estate, radio, heater, £385; 1956 Hillman Cob estate, £430; 1955 Ford 10 utility, £245; 1951 A40 Countryman, £275; 1948 Riley 11, estate, £285; 1939 Austin 10 utility, £98.—601 609, Kings Rd., S. W.6. Renown 4492 6647.

Kings Rd., S.W.6. Renown 4492 6647. [CS126]

CALL ALFREDS (1936), Ltd., 1956 Minor Tawelle M. C. Luce. 1955 Morris Minor Senuire Dormoles M. C. Luce. 1955 Morris Minor Senuire Dormoles Ford Squire, competitive price, fuller details, 1954 Austin A40 Countryman, outstanding, B.M.C. guarantee, competitive price, fuller details, 1957 (Nov. '56 delivery) Bedford utilabrake, as new throughout, periore 1955 A50 genuire Countryman, above average, price. 1955 A50 genuire Countryman, above average, competitive price, fuller details, competitive price, fuller details, door average, extras, competitive price, fuller details. (C1005)

URGENTLY required:—

LATEST type Hillman Husky estate car, must be low mileage and be fitted heater.
ALTWOOD GARAGE, Altwood Rd., Maldenhead.
Tel. Littlewick Green 70: evenings and week-ends,
Littlewick Green 507: [W1107]

ESTATE CARS, utility specialists; best buyers of estate cars.—Prospect 7649. [0240/R

ROWLAND SMITH'S, the Utility car buyers, highest cash prices.—Hampatead High St., N.W.3. Ham [W4018, F HUMBER Hawk estate car required or similar, 1956 7: cash payment.—Greenways, 81, Alresford Rd Winchester. [W408

MINOR Travellers, Hillman and Vanguard estate cars, A50, A40 and A70 Countryman, and shooting brakes required.—Putney 2276-7. 221, Upper Richmond Rd. Putney, S.W.15.

ESTATE CARS, Ltd., the Utility specialists, urgently require Countrymen estate cars and shooting brakes of all makes and sizes, good prices paid.—441. Upper Richmond Rd. West. S.W.14. Prospect 7648-9. [0010 R

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£319 iii-If you want to see how a 1948 Vaux-this one, bodywork in 1957 condition, interior mar-nificent, mechanically excellent, slightly dear but worth £100 more than the usual ones offered.

AMBS OF WOOD GKEEN (Established 1997); 100 cars, 3 months' written guarantee; exchanges, hi chase.—421-423, High Rd., Finchley. Finchley 622

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1957 Vauxhall Victor standard, spot lamp, heater, penfold Motors 12, Burnt Ash Rd. S.E.13 Tel. Lee Green 1202. (C3142/1

GEORGE HARTWELL, Ltd., offer:-

VAUXHALL Victor Super saloon, 1957 (July), heater radio 4,500 miles only: £735.—55-41, Holdenhurs Rd., Bournemouth. Tel. 4161.

GUY SALMON AUTOMOBILES offer:-

1957 Vauxhall Victor Super saloon, Empress blue. 13,000 miles, heater: £685.—Portsmouth Rd. Thames Ditton. Emberbrook 5551-2-3.

HENLYS offer with 4 months' guarantee;

1957 Vauxhall Victor Super, radio, heater, one camer, light blue with blue interior: £725.

HENLYS, Ltd., Parkway, Regents Park, N.W.1.
[2736]

1957 Vauxhall Victor Super, as new; £675. JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7, North 4441/6666. (C1036

1958 Vauxhall Victor, charcoal grey, taxed year; (2515)

1958 new Victor Super, finished in Harvest yel-

KJ MOTORS, Ltd., Bromley, Ravensbourne 3456.

1958 model (Dec. '57) Victor Super, black with whitewall tyres, radio and heater, 7,000 miles WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16, Sta. 5434

AZ MOTORS offer 1957 Victor, radio, heater, whitewalls, 12,000 miles only, as new; £625!—Palmerston Rd., N.W.6 Mai, 4723. [C1011

1958 Vauxhall Victor estate, as new, 2-tone blue, heater, luggage rack, wing mirrors; £925.—
Spicer's Car Sales. Tel. Hitchin 2037. [C4131]

1958 model Vauxhall Victor Super, finished in spare unused: £675.

PREMIER MOTORS, 295. Lewisham High St., S.E.13.
Lee Green 1051.

1957 (September) Victor Super, all extras, increase cluding radio and heater, under 4,000 miles; e725.—Rawlings Tudor Carage, Ltd., 925-951. Full Rd., S.W.6. Renown 2281.

A LMOST new Victor Cars Wanted

A LMOST new Victor required immediately — Morley.

A Cambridge Rd., Kingston. Kingston 8985, R

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1957 Wauxhall Wyvern, finished in Dover white one previous careful owner; £735.

JAMES SPENCER Ltd., Broadway, Bexleyheath. Tel. Bex 4265,4209.

ENGINES RECONDITIONED, Ltd offer:-

1956 Vauxhall Wyvern, low mileage, one owner, many extras: £625,—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366

1956 Vauxhall Wyvern, maroon; £675.

KING'S AUTOS (SEVEN KINGS), Ltd., 725-7, High Rd., Seven Kings, Tel. Seven Kings 3536, [1561 NAYLOR & ROOT, Ltd. (Established 1920).

56 Wyvern, silver straw/red, heater, delivered and maintained by us since new; £595.
CLAPHAM Junction, S.W.11. Battersea 2252.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1953 Vauxhall Wyvern, good condition: £449.— D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.

1956 Wyvern Silver Straw, heater one owner;
BRENT CROSS GARAGE, Ford Distributors, Hendon
Way, Hendon, N.W 4. Tel. Speedwell 1196-7-8. C1097

1956 Wyvern, silver straw; &610.—Odeon Motors. 1C3028

1956 (April) Wyvern saloon, black, 12,000 miles, 1956 one owner; £595; below.
1954 (June) Wyvern saloon, green, heater, one owner; £485,—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.S. Swl. 4441.

1957 Wyverns, choice of 3, blue or black, fitted condition; from £650.

WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16, C4095

£465 —1954 Wyvern saloon, outstanding condition throughout, extras.—Pirbright Garage, Southfields, S.W.18. Putney 5530.

5.45 gns.—Vauxhall Wyvern 1956 saloon. Sylvan guarantee, terms exchanges—Rowland Smith below:
3.25 gns.—Vauxhall Wyvern 1950 saloon. leather, addo, healer, excellent condition written guarantee, terms exchanges, list, open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

WYVERN 1952, green, genuine 51,000 miles, two owners, excellent condition, heater and washers, taxed year; £450 o.n.o.—Withey, Victoria 8951. 12413

£475 !!!-1955 Vauxhall Wyvern de luxe saloon; this is a one-owner motor car beautifully maintained, 29,000 miles, fitted heater, spot lamp, nearly new tyres.

AMBS OF WOOD GREEN (Established 1897).-100 cars; 5 months written guarantee; exchanges; hire purchase.-421-425, High Rd., Finchley, Finchley 6222, [C2052

1957 Wyvern de luxe saloon, low mileage, one -Palmets, 3. Russell Garden Mews. Kensington, W.14. Park 9704.

1956 (model) Vauxhall Wyvern, heater, one owner of 2 from £569.—Cavendish Motors, Cavendish Rd., N.W.S. Wilesder 0045

VAUXHALL VELOX JEWNHAMS, Ltd.

1955 Vauxhail Velox salooa. 11.000 miles only, NEWNHAM House. 235-245. Hammersmith Rd., London, W.6. Riverside 4646 (9 lines), (C3024

GUY SALMON AUTOMOBILES offers:-

1957 Vauxhall Velox, one owner, supplied new by Us: £695.—Portsmouth Rd. Thames Ditton.

1955 Vauxhall Velox, grey, heater; £565.

1954 Vauxhall Velox, black, red interior, heater
1954 fitted: £510.
1974 Promiser Common. Bromley, Kent. Ravensbourne 2654-5 (C1129)

COOMBS & SONS (GUILDFORD), Ltd., offer:-

VAUXHALL Velox (July) 1956, finished in maroon with grey and red nylon upholatery, fitted radio, heater, whitewall tyres, etc., 14,000 miles only, one owner car in unmarked condition: £685 COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Tel. Guildford £2907 (10,05%)

MAYLOR & ROOT, Ltd. (Established 1920). 53 Velox, fitted radio and heater, etc., impressive performance and appearance; £485.
CLAPHAM Junction, S.W.11. Battersea 2252.

1958 Vauxhall Velox, radio, heater, as new; £925. COTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3, Hampstead 8676, 7779. [4016

B.,J. HUNTER, Ltd., Austin agents, offer:-

1957 Vauxhall Velox saloon, fitted special series engine, unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel Gladstone 6303. [C2040

1955 Vauxhall Velox, radio, heater, one owner, JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7 North 4441/6666 [C1036

VELOX, 1956, black, red leather, heater, excellent condition; £615, evenings.—Forest Hill 2734. [2706

1955. one owner, immaculate condition, extras, 22,000 miles; £495.—Wor. 9341. [2570]

1956 Velox saloon, grey, radio, heater and other extras, 15,000 miles only, specimen condition: CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.I.
Tel. Bloane 0436.

1953 Vauxhail Velox saloon, colour grey, fitted heater and radio, other extras, immaculate condition throughout, £450.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open weekdays 6 a.m. to 7 p.m. (C2008

1956 (June) Vauxhall Velox green, radio, heater, one owner; £600,—Western Motor Works, (Chislehurst). Footscray 1122.

1955 Velox de luxe, extras, immaculate; £465.

1955 Vauxhall Velox saloon, grey, radio and heater, excellent condition; £530.—Cattermoles Garages, Ltd., 79-89, Pentonville Rd., N.1. (2604)

1954 Vauxhall Velox saloon, £485; also 1955 Velox saloon; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087

1956 Veloz saloon, immacuiate condition; £595.— Sidney Marcus, Ltd., 33, Sloane St., S.W.1 Tel. Belgravia 3721

1955 Velox, maroon, only 15,000 miles, one care-6625.—Campbell Symonds, Wembley 6262. [C1037]

1950 Velox, heater, radio, in very good condition; £339.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046.

N.W.6. Willessen vose.

1956 Vauxhall Velox, radio, heater, 17,000 miles, silver straw, one owner; £615.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474, [C2130]

1954 Vauxhall Velox, heater, radio, silver grey, cowen, Ltd., Hermitage Lane, Streatham, Follards (CI154)

1955 saloon, black/grey, with red trim, beater, maculate car: £565, terms and exchanges.—Ann Street Motors, Worthing 8405.

1958 Vauxhall Velox, Dover white with red leather, 4,000 miles, fitted heater, etc.; £900.—John Alcock, Walley St., Biddulph, Stoke-on-Trent, Tel. Biddulph 3174.

1957 Vauxhall Velox, Dormobile estate, 15,000 miles, one careful owner, many extras including heater, tow-bar; £950 o.n.o.—Spetch, "Red Shoot House", Linwood, Hants Ringwood 217, [2407]

£465 111-1953 Vauxhall Velox de luxe saloon, late velox magnificently, spotless grey cellulose, mechanically 100%, undoubtedly the finest available; choice of

2 others.

LAMBS OF WOOD OREEN (Established 1897).—100

Lars; 5 months' written guarantee; exchanges; hire
purchase.—421-423, High Rd., Finchley. Finchley 6222.
102052

1957 Vauxhall Velox saloon, black, red leather, a car, moderate mileage and only one owner since new equipped with sun visor, radio, heater, washers, wing mirrors and twin 1-wes long range passlights, faulties in every respect; 2735.

HILHO London, N.W. 7. Tel. Mill Hill 4252; show-rooms open until 8 p.m. [C2108]

Vauxhall Veiex Cars Wanted

A LMOST new Veiex required immediately.—Morley
76, Cambridge Rd., Kingston. Kingston 8885.

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VAUXHALL CRESTA

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N 20. Tel, Hillside 6821, offer;—1956 vauxhall Cresta, black, radio, heater; £655; hire purchase facilities available. W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel, Hillside 6621. [C3042

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1955 model Vauxhall Cresta saloon, grey, interior to match all extras, beautifully kept and maintained, indistinguishable new: £550.

V. J. BROWN, Ltd., 339, Finchley Rd., N.W.3, Finchley Rd., N.W.3, Cl.025

H C PAUL Ltd.

1957 Vauxhall Cresta, blue and ivory, one owner, exceptional condition; £765.—32. Bruton Place, Berkeley Square, W 1 Mayfair 0821-2. [C3040]

WARWICK WRIGHT, Ltd., offer:-

1956 Vauxhail Cresta saloon, grey and blue, radio 1956 and heater 22,000 miles: £675. WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd London, N.W.S. Cunningham 6950.

1956 Vauxhall Cresta, low mileage, one owner;

ROADWAY MOTORS, Hounslow, offer:

1958 Cresta, dual grey, very low mileage, list; always 50 cars on view.—Hanworth Rd., Hounslow East Tube, Middx. Hou 9309/0175.

1956 Cresta, black/blue haze, radio, fitted; £665. Davis & Hill, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5.

1955 model Vauxhall Cresta, lovely 2-tone, heater, PREMIER MOTORS, 295, Lewisham High St., S.E.13. [63065]

Lee Green 1051.

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VAUXHALL Cresta, resistered March 1958, finished light/dark blue 2,000 miles only, virtually new condition, taxed December, 1958; £1,000.

TEL, Kin, 317L 140 London Rd., Kingston-on-Thames. (C3145)

1955 Cresia, black, one owner, radio, heater; £585, —Campbell Symonds, Perivale 4456, [C1057] CRESTA, works mileage; list price.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046, [C112]

1958 Vauxhall Cresta, May; £1.045, rose and grey, Sheppey, Kent. Queenboro' Corner, [2650]

1955 Cresta, grey, one fastidious owner, guaran-teed; £625—Campbell Symonds, Wembley [C1037/1

1956 Vauxhall Cresta saloon, maroon/silver straw, luxe motoring; £675.
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1957 (September) Volox, in immaculate condition mileage: £695.
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VAUXHALL cars. post-war models urgently required.—Golly's Garage. Ltd., Earls Courf Rd 8.W.5. Freemantle 6373.

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WELHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars [C4070] BEDELIA 2-seater, reg. No. DC6, runner but needs restoring: offers.—Cuffs Garage, Frome 2511, [2513]

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MORRIS Cowley 11.9, reconditioned throughout, no reasonable offer refused. Tel. Ealing 3265. [2784]

£98.—1929 50 Essex Super 6 saloon, excellent specimen of this vintage transatlantic car.

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Condon N.2. Tudor 9272.

PORD 15hp tourer, 1950, one titled owner from new, tyres very good and the general condition excellent, well maintained and ready for many miles of trouble tree motoring, £65.—Conod. Glaslyn. Barons Cross. Leominster Berefordshire. Tel. Leominster 2707.

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1955 Volkswagen de luxe, one owner, in excellent 7881.

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1955 (e luxe sun-roof salcon, moderate mileage, carefully maintained; £565.
1955 (excellent condition throughout; £585.
1958 (E UROPEAN CARS, Ltd., 129, Old Brompton Rd. S.W.7 Fre 7711.

1955 Volkswagen de luxe sun roof aaloon, black 2555; terms, exchanges.—Lorraine finginerine Co. Ltd., 29 de 50 Etvaston Mews. Queens Gate, S. W. Knightsbridge 8464-6791.

DITES. 1951 (registered) Volkswagen calcon, excellent appearance: £355.

DICKS CAR FALES, Ltd., Exeter Rd., Kilburn IC1072

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1955 Volkswagen de luxe saloon, black; £545.

1955 Volkswagen de luxe saloon, sun roof, strate 1955 Volkswagen de luxe saloon, in bronze; £565.

1955 Volkswagen de luxe saloon, strato silver: 2565 Volkswagen van, in blue; £390.

LFORD Lane, Hiord 5155. After 6 p.m., Seven Kings 5067.

J. DAVY, Ltd., offer:-

1957 VW. Devon Cravette, 2-3-berth, 6-7-seater, one owner; £765, William Sun1955 VW de luxe Microbus, full folding sunroof, heater, one owner, superbly maintained;

180 -184. Kensington High St., W.S. Wes 7181. HYDE MOTOR Co. offer

£595.—Volkswagen 1956 de luxe, dark green, push button radio, whitewall tyres, £585.—Volkswagen 1956 de luxe, Strato silver.

£585.-Volkswagen 1956 de luxe, black.

£405 -Volkswagen 1954 de luxe. Strato silver. £405 -twin chrome exhausts. £205 -Volkswagen registered 1952 r.h.d.. excel-lent order throughout.—155. The Hyde. N.W.9. Colindale 7898.

BROADWAY MOTORS, Hounslow, offer:-

VOLKSWAGEN new and used, most colours available; from £675; always 50 cars on view.—Hanworth Rd. Hounslow East tube, Middx. Hou. 8309.0175.

B. J. HUNTER, Ltd., Austin agents, offer:-

1955 Volkswagen saloon, most carefully used: 1951 Volkswagen saloon, genuine bargain at £395. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W 2, Tel Gladstone 6503 [C2040]

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VOLKSWAGEN de luxe saloon, finished in very attractive shade of grey green, fitted with many extras including turbo discs, loose covers, fog lamps, etc., genuine 15,000 miles only, completely as new in very respect; £695, COMBS & SONS (GUILDFORD), Ltd., Fortsmouth Rd., Guildford sovery.

TANKARD & SMITH, Ltd. (TOTTENHAM) offer: 1956 Volkswagen de iuxe saloon, jungie green marked: £605.—226-232, 246-248, High Rd., London N.15 Tot. 0415.

V&F MONACO MOTORS, the Volkswagen
V&F-1956 Microbus, one private owner, 15,000
E795.

Programme de perfect condition inrougnous:

V& F-1957 d.h. saloon, 15,000 miles, beige, one
owner, immaculate, £645.

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12,000 miles, £595.

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1955 Compares with new 2545,
WEST STREET MOT'NS (LONDON). Ltd. 66.
London Rd. Tooting Junction, 8 W.17.

\$281.

VW. Sept., 1956, black saloon, excellent condition 2585 o.n.o.—Redhill 3312. [242]

1957 Volkswagen de luxe, grey metallic, red in-terior, one owner, as new; 2650. Michael, Christie Motors, Bicester Rd., Aylesbury, Bucks Tel 4727

1956 de luxe model, absolutely immaculate: £575 de luxe model, absol

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

1955 de luxe, strato silver very good order; £520.

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2361, And Colborne Garage (Kent), Ltd., Manston, Kent. Tel Manston 236. [0378/R

COVENTRY & JEFFS, Ltd., 52, Whiteladies Rd., Bristol, 8 Tel 57076 Main distributors for Bristol, Gloucestershire and Wiltehire.

1954 Volkswagen - saloon, black, extras include underseal: £550.—Davies Motors, Ltd., 554. London Rd., Ashford, Middx. Ashford 3671-2.

London Rd., Ashford, Middx, Ashford Series, [Close 1955] Volkswagen de luxe saloon, in strato silver washers; a very fine one owner car.—Tel. Mr. Gray, Wessex Motors, New St., Salisbury. Tel. 5275.

DE LUXE metal blue saloon, 1953, new engine, 2,000 rechromed, numerous extras, sole owner unexpectedly has to part with outstanding example; £495.—Mart-porough 195.

WALTER SCOTT, Ltd.—1956 de luxe saloon, polar silver, extras, £585; also 55 de luxe, beige, £555; both exceptional; new ears and transporters for imme-diate delivery—59, College Cresc., N.W.3. (Swiss Cot-tage Tube.) Prl. 4466.

1958 (April) Volkswagen de luxe saloon, Capri shelf fue and oil temperature gauges, headiamp flasher special tool kit. 4500 miles only, one owner, 6695—Blyth, Vic. 3300 (Ext. 202, Raleigh House).

1949 Volkswagen L.H.D. saloon, re-sprayed silver-metallic, re-uphoistered in red vynide, fitted excellent tyres and new battery, engine just overhauled and chassis checked throughout, snip for quick saic. 2295; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26838. (C2083

Gotton St., Blackpool. Tel. 26635.

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COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2561. All years and models. 10980/R

V&F MONACO MOTORS.—The Volkswagen buyers.—363, Fulham Rd., London, S.W.10.

10300/R

A LL Volkswagen models wanted urgently.—The Hyde Motor Co., 153, The Hyde, N.W.9. Colindale [W2153

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PRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know-how and equipment.—Chase Rd., Epsom. Tel 5696-7. [S1090 Collegen Service] open all day Saturday for spares and reception; crash work a speciality [0995/R]

CRASH damage panel work and painting carried out. engin-s overhauled by VW-trained men; spares.— H Harmer Ca: Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 8620 and 5012. [0036/R

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maintained; £1,195.

1956 27,000 miles, exceptional condition, E.W. maintained: £755.

4/44 saloon, 1955, black with red upholstery, one Owner: £655.

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1955 Wolseiey 4/44, maroon with red upholstery, see in excellent condition throughout; £595.—
52-55, Marylebone High St., W 1. Hunter 0942 19697

W HAROLD PERRY, Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—1955 model (December '54) Wolsteip 6/90, black with red upholstery, radio and heater, 8695; hire purchase facilities available HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

J. DAVY, Ltd., Wolseley Agent.

1955 Wolseley 6/90, one owner, 19,000 miles, main-tained to highest standard; £675. 180-184, Kensington High St., W.8. ws. 7181; North Row, Park Lane, W.1. Hyde 2311.

H. BEART & Co., Ltd., offer:-

1956 Wolseley 6/90 saloon, duo grey/maroon, one owner, beautiful order; £765.—102. London Rd., and High St., Kingston-on-Thames, [C108]

GREENHILL MOTOR Co., offer:-

1956 Wolseley 6,90, black, 15,000 miles, immacu Middx Amark Rd., Pinner, (C212)

GUY SALMON AUTOMOBILES offer:-

1956-7 Woiseley 15/50, maroon, genuine 5.000 miles only; £825.—Portsmouth Rd. Thames Ditton. Emberbrook 5551-2-3.

B. J. HUNTER, Ltd., Austin agents, offer:-

1957 (October) Wolseley 1500 saloon, low mile-age, carefully used; £745. B. J. HÜNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.

HENLYS offer with 4 months' guarantee:-

1955 Wolseley 4,44 saloon, heater, one owner, grey with grey interior; £665.

HENLYS, Ltd., Parkway, Regents Park, N.W.1.
[2737]

TANKARD & SMITH, Ltd. (TOTTENHAM), offer:-

1955 Wolseley 4,44, dark green, heater, screen washers, spot lights, first class condition; £605, -226-252, 246-248, High Rd., London, N.15. Tot. 0415. D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1957 Wolseley 15/50 saloon with manumatic clutch, senuine, 5.000 miles only, one owner, as new, senuine, 5.000 miles only, one owner, as new, clutch of Rd., Enfield, Ltd., 436, Hertford Rd., Enfield, Howard 1631.

1956 Wolseley 4/44 de luxe saloon, black, heater.

Michael Christie Motors, Bicester Rd.,
Aylesbury, Bucks, Tel. 4727.

1955 Wolseley 6/90, black, radio; £685.—Odeon (C3028)

1958 series Wolseley 15/50 saloon, Swiss grey, red
COLMORE DEPOT Ltd., 178, Belgrave Gate,
Leicester, Tel. 20117.

YES-but if it's Wolseley-it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 5434 (0814/R

1954 Wolseley 4/44, black, brown interior, one owner from new, really outstanding condi-OAKTHORPE MOTOR Co. Ltd., North Circular Rd., Palmers Green. Pal. 1023. [C3126]

1953 Wolseley 6/80 saloon, finished in black with Garage, Farcham, Hants. Tel. 2648.

1938 Wolseley limousine, forward occasionals, chesterfield Road, Barnet, Barnet 2671. [2725]
1955 Wolseley 4/44, black, heater, one owner, Richard France, Ltd., 245. High Rd., [22118]

1950 4/50, fitted radio, etc., £350; also prompt work work work were the transfer of the trans

1955 (May) Wolseley 4/44, green, one owner, low mileage for age, first-class order; £555,—6, Green Avenue, N.W.7. Mil. 4628.

1939 Wolseley limousine, blue with matching in-terior, a very attractive car; £225.—Wind-overs Ltd., The Hyde, Hendon, Colindale 4031 [C4118 1954 Wolseley 6/80, colour maroon, 38.000 miles London Rd., Bishop's Stortford. Tel. 181-2. (C405)

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[M1082]

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[M3068 R

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Business and Property (2014). [2432]

EX-DIRECTOR of car hire company urgently seeks filling station/garage within a 25 miles radius London. living accom. essential, workshops and or show-rooms, freshold preferred; petrol throughput 50, 100,000 gallons p.a.; immediate cash available £10,000; urgent enquiry.—Please quote Ref. A.R., Lincoln & Co., 9, Hanover Sq., W.I. Tel. Grosvenor 6801. [2484]

SITUATIONS VACANT

A STORES manager for Rootes group area dealer, must be completely conversant; N. Kent area.— [1962]

Box 7004. [1962]

COREMAN fitter required for garage, must be fully rexperienced Ford, Austin vehicles, Liverpool area; state age, experience.—Box 7009. [1968]

SALESMAN required by Multi-Make West London dealers, full details including salary required in writing only to Chain Garage, Hanger Lone, London, M.S.

SURREY distributors require experienced salesm for high grade new and used cars; reply, giving full details past experience, salary, age, etc.; perms ency.—Box 7189

null details base experience, samily, age, etc., permanency.—Box 7199

SALESMAN required (age 25-30) for high class residential area branch depot of moin Ford dealers.—Please apply to the Sales Manager, Alton Motor Co., Ltd., Alton, Hampshire. [245]

REQUIRED.—Service Manager preferably experienced Rootes group vehicles, must be first class enginer. In complete charge all shops employing 45 men, N.W. Bent area—Box Obusinest salesman required by Surrey Austin distributors, first class facilities and Surrey Austin distributors, first class facilities and property of the control of the c

MANAGER required for garage and showroom, Man-chester area, excellent opportunity for man with first class sales record, reply fully stating experience, age and references.—Box 7010. [1970]

age and references.—Box 7010.

MOTOR salesmen and junior salesmen required for high class Wes. London showrooms, good pay and prospects, previous experience an advantage, pension scheme, etc.—Full details to Box 7030. [2005

EXPERIENCED parts man required; Vauxhall, Bed-ford, experience preferred.—Tel., write or call General Manager, Stockwood Motors, Ltd., Rockingham Rd., Corby, Northants. Tel. Corby 2531-2.

CAR salesman required; good prospects for energetic intelligent man with knowledge of car values Apply with full details of previous experience to D.B.S. Garages, Ltd., Water Lane, Angmering, Sussex, 12399

WORKS' foreman, 20 years' experience, required able to undertake smash estimating and costing and to deal personally with correspondence and customers; house available,—Logsdons Garage, Ltd., Royston, Herts, Tel. 2231-2.

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CAR salesman, old established, new and second-hand motor agents, near Croydon, must either be fully experienced or have proof of outstanding sales record in other fields, excellent remuneration and conditions, only really live salesman need apply.—Send details to Box 7198.

details to Box 7198.

TORES manager required to take charge at new depot to be opened by Fustace Watkins, Ltd. (Wolseley distributors), at Watford: B.M.C. Ltd., procedure an advantage.—Reply in writing to Stores Manager, Eustace Watkins, Ltd., Chelsea Manor St., London, S.W.S., giving full details.

VacARCY exists for competent sales manager in produce watkin main dealers situated in southern Home Counties; only gentiemen of the highest integrity and previous experience in all aspects of car and commercial sales administration need apply; write stafing age and qualifications.—Box 7152.

(2485)

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VAUXHALL, Bedford main dealer requires experienced reception-engineer; capable of handling forman's duties; applicant should be conversant with the accountancy of time system.—Apply in writing for appointment to General Manager, Stockwood Motors, Ltd., Rockingham Rd., Corby, Northants. [2455]

CLERK required by London car distributors; experience in allocation an advantage; near handwriting and telephone personality essential; good commencing salary; superannuation and canteen.—Apply in writing only to Personnel Manager, Eustace Watkins, Ltd., Chelsea Manor St., S.W.3, giving full details. IM4046

HENLYS. Ltd., require for their London dep competent salesmen, preferably experienced the motor trade or with a successful sales career any other trade, minimum age 25 years, substant remuneration, pension scheme, please write in the fi instance to the Sales Promotion Manager, the Ltd., Henly House, 285, Euston Rd., N.W., [22]

Ltd., Henly House, 285, Euston Rd., N.W.1. [2547]

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General Manager, Hasleme's Motor Co., Ltd., Morris House, Woodbridge Road, Gutidrod. [1923]

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YOUNG MAN, 23, seeks interesting position, well educated, good appearance, previous experience of motor trade.—Box 7156. [2472]

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south of Midlands—Box 7173. [2510]

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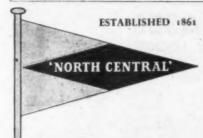


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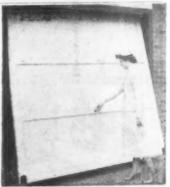
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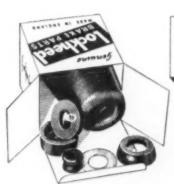
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